

Revisions 5/29/2025 at 10:30 am include:

- 9.a. Added agenda for the Community Relations Committee / Committee of the Whole; Removed duplicative copy of Draft Minutes of the Community Relations Committee / Committee of the Whole Agenda (Page 68)
- 9.a.7. Corrected agenda item title (Pages 3 and 68)
- 9.b.4. Revised Presentation Slide 6 (Page 167)



BOARD OF DIRECTORS 2025

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DAVID J. CANEPA
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MARINA FRASER
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

June 4, 2025, 2:00 pm

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may attend in-person or participate remotely via Zoom at: <https://us02web.zoom.us/j/81001317517?pwd=6LuOHomk1KpISW9X2CbpthZRGreaIA.1> or by entering Webinar ID: **810 0131 7517**, Passcode: **792571** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

2. Wearing of masks is recommended but not required.

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

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

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

to one per person PER AGENDA ITEM. Participants using Zoom over the Internet should use the Raise Hand feature to request to speak. For participants calling in, dial *67 if you do not want your telephone number to appear on the live broadcast. Callers may dial *9 to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial *6 to unmute themselves when recognized to speak.

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

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

Wednesday, June 4, 2025**2:00 pm**

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Consideration of any requests from Directors to participate remotely due to Emergency Circumstances
4. Consideration of Any Requests to Change Order of Business
5. Consent Calendar
 - 5.a. Approval of Minutes of the Board of Directors Meeting of May 7, 2025 Motion
 - 5.b. Accept Statement of Revenues and Expenses for the Period Ending April 30, 2025 Motion
 - 5.c. Accept Quarterly Fuel Hedge Update for Quarter 3 of Fiscal Year 2025 Motion
 - 5.d. Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2026 Resolution
 - 5.e. Supporting and Authorizing Submittal of Four Applications for the San Mateo County Transportation Authority's 2025 Cycle 1 Measure W Regional Transit Connections Program Call for Projects Resolution

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|--|--|---------------|
| 5.f. | Rejecting All Proposals Submitted in Response to the Request for Proposals for Contracted Shuttle Services, and Authorizing an Amendment to the Current Contracted Shuttle Services Agreement to Extend the Term for Two Years and Increase the Total Not-To-Exceed Amount by \$15,986,584 | Resolution |
| 6. Public Comment for Items Not on the Agenda | | |
| <i>Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.</i> | | |
| 7. Report of the Chair | | |
| 7.a. | Proclamation for Pride Month | Motion |
| 8. Report of the General Manager/CEO | | |
| 8.a. | Report of the General Manager/CEO May 28, 2025 | Informational |
| 8.b. | Monthly New Headquarters Construction Status Update | Informational |
| 9. Recess to Committee Meetings | | |
| 9.a. Community Relations Committee / Committee of the Whole | | |
| <i>D. Canepa (Chair), M. Fraser, J. Speier</i> | | |
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of May 7, 2025 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Citizens Advisory Committee Update | Informational |
| 9.a.5. | Paratransit Advisory Council Update | Informational |
| 9.a.6. | State of Service Report Quarter 3 Fiscal Year 2025 | Informational |
| 9.a.7. | Monthly State of Service Report April 2025 and Update for March 2025 | Informational |
| 9.a.8. | Adjourn | |
| 9.b. Finance Committee / Committee of the Whole | | |
| <i>B. Esser (Chair), D. Canepa, R. Medina</i> | | |

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

- 9.b.1. Call to Order
- 9.b.2. Approval of Minutes of the Finance Committee Meeting of May 7, 2025 Motion
- 9.b.3. Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor Joint Powers Board to Pay its Share of Furnishings, Information, Communications and Technology (IT) Infrastructure, and Other Costs of Relocating to the Millbrae Headquarters Motion
- 9.b.4. Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively Motion
- 9.b.5. Adjourn
- 9.c. Legislative Committee / Committee of the Whole
J. Powell (Chair), P. Ratto, J. Speier
 - 9.c.1. Call to Order
 - 9.c.2. Approval of Minutes of the Legislative Committee Meeting of May 7, 2025 Motion
 - 9.c.3. Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin) Motion
 - 9.c.4. Adjourn
- 9.d. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
R. Medina (Chair), M. Chuang, P. Ratto
 - 9.d.1. Call to Order
 - 9.d.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of April 2, 2025 Motion
 - 9.d.3. Draft Fiscal Years 2026-2029 Capital Improvement Program and 10-Year Capital Program for Fiscal Years 2026-2035 Informational

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

9.d.4. North Base Sea Level Rise Protection Project Update Informational

9.d.5. Adjourn

10. Reconvene Board of Directors Meeting

11. Matters for Board Consideration: Finance Committee

11.a. Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor Joint Powers Board to Pay its Share of Furnishings, Information, Communications and Technology (IT) Infrastructure, and Other Costs of Relocating to the Millbrae Headquarters Resolution

11.b. Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively Resolution

12. Matters for Board Consideration: Legislative Committee

12.a. Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin) Motion

13. Communications to the Board of Directors

14. Board Member Requests / Comments

15. Date / Time of Next Regular Meeting: Wednesday, July 2, 2025, at 2:00 pm

The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.

16. General Counsel Report

16.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Paul Ghenis v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-04138

17. Adjourn

Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-551-6108. Agendas are available on the SamTrans website at: <https://www.samtrans.com/meetings>. Communications to the Board of Directors can be emailed to board@samtrans.com.

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Board of Directors
DRAFT Minutes of May 7, 2025**

Members Present: D. Canepa (arrived at 2:03 pm), B. Esser, J. Powell, P. Ratto, J. Speier, M. Chuang (Vice Chair), J. Gee (Chair)

Members Present via Teleconference: R. Medina

Members Absent: M. Fraser

Staff Present: T. Bartholomew, J. Brook, J. Cassman, A. Chan, T. Dubost, J. Epstein, J. Jest, K. Jordan Steiner, J. Mello, L. Millard-Olmeda, D. Olmeda, A. Rivas, D. Santoro, A. To, M. Tseng, S. van Hoften, K. Yin

1. Call to Order / Pledge of Allegiance

Chair Jeff Gee called the meeting to order at 2:00 pm and requested Director Josh Powell to lead the Pledge of Allegiance.

2. Roll Call

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

3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances – There were none.

4. Consent Calendar

4.a. Approval of Minutes of the Board of Directors Meeting of April 2, 2025 and the Board of Directors Special Meeting of April 9, 2025

4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending March 31, 2025

4.c. Accept Quarterly Investment Report

4.d. Accept Capital Projects Quarterly Status Report for Fiscal Year 2025 Quarter 3

4.e. Accept Contracts and Procurement Quarterly Report of Technology Purchases for Third Quarter of Fiscal Year 2025

4.f. Awarding Contracts to AppleOne, Inc.; SearchPros Staffing, LLC; and Tellus Solutions, Inc. for On-Call Temporary Staffing Services for an Aggregate Not-to-Exceed Amount of \$2.5 Million for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for an Aggregate Not-to-Exceed Amount of \$1 Million –
Approved by Resolution No. 2025-15

- 4.g. Awarding Contracts to Cooperative Personnel Services, gothamCulture LLC, and The Consulting Team LLC for On-Call Coaching and Leadership Development Services for an Aggregate Not-to-Exceed Amount of \$700,000 for a Five-Year Base Term, with up to Two Additional One-year Option Terms for an Aggregate Not-to-Exceed Amount of \$280,000 – Approved by Resolution No. 2025-16**
- 4.h. Awarding a Contract to TRISTAR Claims Management Services, Inc. to Provide Workers' Compensation Third-Party Administrator Services for a Total Not-to-Exceed Amount of \$1,653,453 for a Five-Year Base Term, with up to Two Additional One-Year Option Terms for a Total Not-to-Exceed Amount of \$547,688 – Approved by Resolution No. 2025-17**
- 4.i. Authorizing the Application for and Receipt of Annual Low Carbon Transit Operations Program Funds for the Design and Construction of the Hydrogen Fuel Cell Electric Bus Infrastructure and Fueling Station at North Base – Approved by Resolution No. 2025-18**
- 4.j. Authorize Funding for Regional Measure Participation Polling Activities – Approved by Resolution No. 2025-19**

Motion/Second: Chuang/Esser

Ayes: Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Canepa, Fraser

Public Comment

Allison Chang commented on polling for participation in the regional transit measure.

Director David Canepa arrived at 2:03 pm.

5. Public Comment for Items Not on the Agenda

Sandra Lang, Paratransit Advisory Council, commented on the need for paratransit services for seniors.

Allison Chang commented on SamTrans support in the regional transit measure, preserve funding for free transfers, and agency passes to encourage multimodal transit.

Adina Levin, Seamless Bay Area and Friends of Caltrain, commented on polling for participation in the regional transit measure; coordinated approach to transit funding; and coordination initiatives of traffic reduction to help achieve housing, equity, and climate goals.

Geoff S commented on polling for the regional transit measure and funding to expand service.

Aleta Dupree, Team Folds, commented on ridership, and spoke in support of hydrogen fuel buses and Clipper 2.

Jean Perry, Millbrae, commented on access to frequent, well-coordinated, and affordable public transport in all transit agencies and seamless coordination of fares, schedules, and signs.

6. Report of the Chair

6.a. Proclamation for Asian-American and Pacific Islander Heritage Month

April Chan, General Manager/CEO, congratulated Tasha Bartholomew on her recent promotion to Director of Communications. Ms. Bartholomew provided the staff presentation including reading several Whereas statements from the proclamation.

Motion/Second: Chuang/Speier

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

Chair Gee stated that the ad hoc SamTrans Governance Committee met on May 2.

7. Report of the General Manager/CEO

7.a. Report of the General Manager/CEO | April 30, 2025

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

- Attended the International Roadeo with David Olmeda, Chief Operating Officer, Bus, in Austin, Texas in early April; four employees participated in driving and maintenance competitions
- Participated in All Aboard for Bay Area Transit Day with Caltrain Executive Director Michelle Bouchard, which included transit operators from around the Bay Area including BART (Bay Area Rapid Transit), AC Transit (Alameda-Contra Costa Transit District), SFMTA (San Francisco Municipal Transportation Agency), WETA (San Francisco Bay Area Water Emergency Transportation Authority), and Golden Gate Transit
- Continuing to evaluate FCX (Foster City Express) route and may conduct a full rider survey later this year
- Measure W Citizens Oversight Committee met and adopted the Fiscal Year (FY) 2024 Annual Report, concluding funds used aligned with Measure W requirements
- Clipper 2 – customer transition coming later this summer
- Regional measure (Senate Bill 63) – decision to opt in has now been pushed out to August 11 from end of July 2025.

The Board Members had a robust discussion on the regional measure, and staff provided further clarification in response to Board comments and questions about MTC's independent auditor that performed audit of the transit agencies facing fiscal cliffs.

7.b. Monthly New Headquarters Construction Status Update

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

- Reviewed project scope, schedule, and updates through April
- Building permit obtained from City of Millbrae
- Anticipated Board approval schedule; Significant cost savings due to competitive pricing
- Discussed future office design that included a more homelike atmosphere; smart design
- Value engineering allowed pricing reduction by seven percent

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

- Opportunity for a mural similar to the one at EPACENTER, which is a youth education and training center in East Palo Alto
- Ribbon-cutting ceremonies: January 5, 2026 day one of construction; at construction completion and initial move-in likely spring to summer 2026
- Staff work-from-home days likely to decrease
- Swift Partners actively marketing retail space; District has right of approval of retail tenants

Public Comment

Aleta Dupree, Team Folds, commented on the new headquarters and spoke in support of gender-neutral restrooms.

Item 7.c was heard immediately following the Community Relations Committee meeting.

7.c. Annual Announcement of Art Takes a Bus Ride 2025 Winners

Ms. Bartholomew, thanked Mahmoud Abunie, Public Affairs Specialist, and provided the presentation that included the winning artwork. Contest winners were individually presented their awards.

8. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 2:53 pm.

The meeting recessed from 3:38 to 3:56 pm for viewing bus artwork.

9. Reconvene Board of Directors Meeting

Chair Gee reconvened the Board meeting at 5:21 pm.

10. Matters for Board Consideration: Community Relations Committee

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

- 10.a. Approve Appointment of Allison Chang, Representing the Community, and Reappointments of Mary Adler, Representing Bus Riders, and Dylan Finch, Representing Multimodal Riders, to the Citizens Advisory Committee**
- 10.b. Accessible Services Update and Proclamation Declaring May as Older Americans Month**

Motion/Second: Canepa/Speier

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

11. Matters for Board Consideration: Finance Committee

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

- 11.a. Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62 – *Approved by Resolution No. 2025-20***
- 11.b. Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months – *Approved by Resolution No. 2025-21***
- 11.c. Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric Bus Charging Infrastructure Project – *Approved by Resolution No. 2025-22***

Motion/Second: Ratto/Chuang

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

12. Matters for Board Consideration: Legislative Committee

- 12.a. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1372 (Papan)**

There was no motion for Board consideration.

13. Communications to the Board of Directors – Available online.

14. Board Member Requests/Comments – There were none.

15. Date / Time of Next Regular Meeting: Wednesday, June 4, 2025 at 2:00 pm at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.

16. General Counsel Report

Joan Cassman, General Counsel, stated there was no report.

17. Adjourn – The meeting adjourned at 5:23 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to board@samtrans.com.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Accept Statement of Revenues and Expenses for the Period Ending April 30, 2025**

Action

Staff proposes that the Board accept and enters into the record the Statement of Revenues and Expenses for the period ending April 30, 2025, including the supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through April 30, 2025. The columns have been designed to provide an easy comparison of current year-to-date actuals to year-to-date budget, including dollar and percentage variances.

Revenues:

As of April 30, 2025, revenues were \$288.4 million as compared to \$302.3 million of the adopted budget, resulting in an unfavorable variance of \$13.9 million (4.6 percent).

This unfavorable variance was driven by:

- Operating Grants are \$2.9 million as compared to the adopted budget of \$4.1 million, resulting in an unfavorable variance of \$1.2 million (29.4 percent). This variance is primarily driven by the timing of the City/County Association of Government of San Mateo County (C/CAG) grant, which is anticipated to be received in Quarter 4.
- District Sales Tax was \$93.7 million as compared to the adopted budget of \$97.5 million, resulting in an unfavorable variance of \$3.9 million (4.0 percent).
- Measure W Sales Tax was \$46.8 million as compared to the adopted budget of \$48.8 million, resulting in an unfavorable variance of \$2.0 million (4.0 percent).

Updated sales tax projections show a combined Fiscal Year 2025 (FY25) revenue forecast of \$170.5 million from Proposition A and Measure W, down \$6.2 million (3.5 percent) from budget. This reflects updated sales tax revenue projections of \$113.7 million for Proposition A and half that for Measure W. While the year-over-year decline is modest at 1.6 percent, the forecast has been revised further downward from last quarter's projected 0.9 percent drop. FY26 growth has also been revised down by 1 percent, but FY27 projections remain stable at 3.5 percent growth.

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

- Investment Income was \$20.8 million as compared to the adopted budget of \$11.4 million, resulting in a favorable variance of \$9.3 million (81.7 percent). This is driven by a one-time receipt of \$2.7 million in November 2024 associated with a one-year term investment that reached its maturity date; at which point the accumulated interest was paid out. In addition, interest rates realized on investments were higher than assumed in the budget. This favorability is anticipated to remain through end of fiscal year.
- Other Interest, Rent & Other Income was \$9.3 million compared to the adopted budget of \$7.9 million, resulting in a favorable variance of \$1.4 million (17.3 percent). This was primarily driven by a one-time \$0.4 million referral fee payment from CBRE and \$0.7 million for Reserves for Future Dumbarton Maintenance of Way. We project this category to remain favorable through year-end.

Expenses:

As of April 30, 2025, expenses were \$307.9 million as compared to \$322.0 million of the adopted budget, resulting in a favorable variance of \$14.1 million (4.4 percent).

This favorable variance was primarily driven by the following:

- Motor Bus was \$171.1 million as compared to \$176.4 million of the adopted budget, resulting in a favorable variance of \$5.3 million (3.0 percent). Interim savings have been driven by lower spending on consultant services, technical services (including security and software), and property maintenance. While many of these savings are due to timing and are expected to substantially resolve by fiscal year-end, we are currently projecting approximately \$1.6 million in material budget savings as of our March forecast.
- American Disabilities Act Programs were \$18.9 million as compared to \$20.4 million of the adopted budget, resulting in a favorable variance of \$1.6 million (7.6 percent). These savings are primarily due to less service than anticipated in American Disabilities Act Coastside and due to greater efficiency in newer fleet (less gasoline) and less needs for parts and maintenance. This variance is expected to align with budget by year-end.
- Other Multi-Modal Programs were \$5.7 million as compared to \$7.0 million of the adopted budget, resulting in a favorable variance of \$1.4 million (19.4 percent). We project this favorable variance to continue through FY25 year-end, mainly driven by savings in SamTrans shuttle service due to reduced demand, lower than anticipated incentive expenses, and fuel surcharge savings.

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


- The reserve allocation for Measure W Capital Allocation was \$18.2 million, exceeding the \$7.7 million budget by \$10.5 million (137.3 percent). This variance is due to timing, as Measure W receipts have outpaced expenses year-to-date. The higher reserve allocation ensures funds are retained for future eligible expenses and is expected to align with the budget as the year progresses and additional expenses are incurred.


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


Budget Impact

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


Prepared By:	Jessica Wong	Financial Reporting Accountant	650-508-6499
	Annie To	Director, Accounting	650-622-7890

	SAN MATEO COUNTY TRANSIT DISTRICT SUMMARY OF REVENUES AND EXPENSES FISCAL YEAR 2025 AS OF APRIL 30, 2025					(In thousands)
	YEAR-TO-DATE APRIL				ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
OPERATING REVENUES						
Operating Revenues						
Passenger Fares	\$ 11,138	\$ 11,018	\$ (120)	(1.1%)	\$ 13,251	
Local TDA and STA Funds	63,012	62,606	(406)	(0.6%)	76,287	
Operating Grants	4,055	2,864	(1,191)	(29.4%)	5,016	
SMCTA Measure A	3,906	3,906	-	0.0%	4,720	
Subtotal - Operating Revenues	82,110	80,393	(1,717)	(2.1%)	99,275	
Other Revenue Sources						
District Sales Tax	97,542	93,661	(3,881)	(4.0%)	117,823	
Measure W Sales Tax	48,750	46,781	(1,969)	(4.0%)	58,912	
Investment Income	11,437	20,786	9,348	81.7%	14,335	
Other Interest, Rent & Other Income	7,906	9,274	1,368	17.3%	9,274	
Due from PCJPB, SMCTA & SAMTR Capital W&B	54,567	37,509	(17,059)	(31.3%)	65,481	
Subtotal - Other Revenues	220,203	208,011	(12,192)	(5.5%)	265,825	
TOTAL REVENUES	\$ 302,313	\$ 288,404	\$ (13,909)	(4.6%)	\$ 365,099	
OPERATING EXPENSES						
PCJPB, SMCTA & SAMTR Capital W&B	54,567	37,509	17,059	31.3%	65,481	
Motor Bus	176,385	171,058	5,327	3.0%	216,860	
American Disabilities Act Programs	20,418	18,859	1,559	7.6%	24,944	
Other Multi-Modal Programs	7,041	5,678	1,363	19.4%	8,646	
Total Operating Expenses	258,411	233,104	25,307	9.8%	315,930	
Sales Tax Allocation - Capital Program						
District Sales Tax Capital	30,532	30,532	-	0.0%	36,638	
Measure W Sales Tax Capital	22,043	22,043	-	0.0%	26,452	
Reserves for Future Measure W Capital Allocation	7,650	18,157	(10,507)	(137.3%)	9,180	
Total Sales Tax Allocation - Capital Program	60,225	70,732	(10,507)	(17.4%)	72,270	
Total Debt Service	3,374	3,400	(26)	(0.8%)	19,138	
Operating Reserve	-	-	-	-	516	
Sales Tax Stabilization Fund	-	-	-	-	134	
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	714	714	100.0%	-	
Total Reserves	-	714	714	-	650	
TOTAL EXPENSES	\$ 322,009	\$ 307,949	\$ 14,060	4.4%	\$ 407,988	
SURPLUS/(DEFICIT)	(19,696)	(19,545)	151	0.8%	(42,888)	
Draw from Prior Years' Surplus	-	-	-	-	42,888	
ADJUSTED SURPLUS/(DEFICIT)	\$ (19,696)	\$ (19,545)	\$ 151	0.8%	-	

		SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2025 AS OF APRIL 30, 2025				(In thousands)
REVENUES	YEAR-TO-DATE APRIL					ANNUAL
			\$	%		
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET	
OPERATING REVENUES - MOTOR BUS						
Passenger Fares	\$ 10,636	\$ 10,484	\$ (153)	(1.4%)	\$ 12,653	
Local Transportation Development Act (TDA) Transit Fund	47,802	47,820	18	0.0%	57,722	
State Transit Assistance (STA)	11,578	11,129	(449)	(3.9%)	14,160	
Operating Grants	1,027	231	(796)	(77.5%)	1,280	
Sales Tax Revenue	77,510	74,262	(3,248)	(4.2%)	96,363	
Measure W Sales Tax	14,244	3,360	(10,884)	(76.4%)	17,993	
Investment Interest Income	10,670	19,891	9,221	86.4%	13,401	
TOTAL OPERATING REVENUES	173,468	167,177	(6,291)	(3.6%)	213,572	
OTHER REVENUE SOURCES:						
Rental Income	1,573	2,380	807	51.3%	1,888	
Advertising Income	841	639	(202)	(24.0%)	770	
Other Income	503	862	359	71.3%	630	
TOTAL OTHER REVENUES	2,917	3,881	964	33.0%	3,288	
TOTAL REVENUES - MOTOR BUS						
	\$ 176,385	\$ 171,058	\$ (5,327)	(3.0%)	\$ 216,860	
AMERICAN DISABILITIES ACT:						
Passenger Fares Redi-Wheels	502	535	33	6.5%	598	
Local Transportation Development Act (TDA) 4.5 Redi-Wheels	2,536	2,539	03	0.1%	3,064	
Local State Transit Assistance (STA) - Paratransit	1,096	1,118	22	2.0%	1,341	
Operating Grants	3,028	2,633	(395)	(13.0%)	3,737	
Sales Tax Revenue - American Disabilities Act	3,681	3,221	(460)	(12.5%)	4,578	
Measure W Sales Tax - American Disabilities Act	3,903	3,221	(682)	(17.5%)	4,771	
Interest Income - Paratransit Fund	767	895	128	16.7%	934	
SMCTA Measure A Redi-Wheels	3,906	3,906	-	0.0%	4,720	
Measure M Paratransit	1,000	792	(208)	(20.8%)	1,200	
TOTAL ADA PROGRAMS						
	\$ 20,418	\$ 18,859	\$ (1,559)	(7.6%)	\$ 24,944	
MULTI-MODAL TRANSIT PROGRAMS:						
Employer SamTrans Shuttle Funds	3,837	3,740	(96)	(2.5%)	4,604	
Dumbarton Rental Income	152	146	(6)	(4.0%)	182	
Sales Tax Revenue - General Operating Assistance	3,052	1,792	(1,260)	(41.3%)	3,860	
TOTAL MULTI-MODAL PROGRAMS						
	\$ 7,041	\$ 5,678	\$ (1,363)	(19.4%)	\$ 8,646	
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	714	714	100.0%	00	
Unapplied District Sales Tax	13,299	14,386	1,087	8.2%	13,022	
Unapplied Measure W Sales Tax	30,604	40,200	9,596	31.4%	36,147	
Due from PCJPB, SMCTA & SAMTR Capital W&B	54,567	37,509	(17,059)	(31.3%)	65,481	
TOTAL REVENUES						
	\$ 302,313	\$ 288,404	\$ (13,909)	(4.6%)	\$ 365,099	

		SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF APRIL 30, 2025					(In thousands)
EXPENSES	YEAR-TO-DATE					ANNUAL	
	APRIL						
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET		
DISTRICT OPERATED BUSES							
Services:							
Motor Bus Wages & Benefits	\$ 92,211	\$ 93,072	\$ (861)	(0.9%)	\$ 113,844		
Board of Directors	117	149	(32)	(26.9%)	142		
Contracted Vehicle Maintenance	1,093	561	532	48.7%	1,352		
Property Maintenance	2,519	1,795	724	28.8%	3,038		
Professional Services	6,267	4,047	2,220	35.4%	7,826		
Technical Services	11,632	10,187	1,445	12.4%	14,874		
Other Services	4,338	4,080	257	5.9%	5,401		
Materials & Supplies:							
Fuel and Electricity*	4,563	4,760	(197)	(4.3%)	5,557		
Bus Parts and Materials	3,038	3,629	(590)	(19.4%)	3,649		
Uniforms and Driver Expense	693	401	292	42.1%	851		
Timetables and Tickets	146	90	56	38.5%	176		
Office Supplies / Printing	650	595	55	8.4%	772		
Other Materials and Supplies	157	186	(29)	(18.6%)	188		
Utilities:							
Telephone	639	772	(133)	(20.8%)	767		
Other Utilities	1,647	1,795	(148)	(9.0%)	1,983		
Insurance	3,231	3,236	(05)	(0.2%)	3,906		
Claims Reserves and Payments	3,133	3,399	(265)	(8.5%)	3,600		
Workers Compensation	3,196	2,732	464	14.5%	3,835		
Taxes and License Fees	472	618	(146)	(31.1%)	581		
Leases and Rentals	269	259	10	3.7%	442		
Promotional and Legal Advertising	904	344	560	62.0%	1,098		
Training and Business Travel	1,113	598	516	46.3%	1,359		
Dues and Membership	255	147	108	42.3%	304		
Postage and Other	188	172	15	8.1%	225		
TOTAL DISTRICT OPERATED BUSES	\$ 142,472	\$ 137,624	\$ 4,848	3.4%	\$ 175,772		
CONTRACTED BUS SERVICES							
Contracted Urban Bus Service	25,928	23,437	2,491	9.6%	31,226		
Coastside Services	2,336	2,299	37	1.6%	2,888		
SamCoast	332	505	(173)	(52.2%)	420		
La Honda - Pescadero	44	40	4	8.4%	53		
Microtransit	2,767	2,591	176	6.4%	3,436		
Contracted Urban Bus (CUB) Related Wages & Benefits	687	662	25	3.6%	861		
Contracted Urban Bus (CUB) Related Other Support	273	221	51	18.8%	345		
Contracted Urban Bus (CUB) Insurance	1,546	1,524	22	1.4%	1,860		
Contracted Urban Bus (CUB) Claims Reserves & Payments	-	2,154	(2,154)	(100.0%)	-		
TOTAL CONTRACTED BUS SERVICE	\$ 33,913	\$ 33,434	\$ 479	1.4%	\$ 41,088		
TOTAL EXPENSES - MOTOR BUS	\$ 176,385	\$ 171,058	\$ 5,327	3.0%	\$ 216,860		

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

	<p align="center">SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF APRIL 30, 2025</p> <p align="right">(In thousands)</p>				
EXPENSES	YEAR-TO-DATE APRIL				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
AMERICAN DISABILITY ACT PROGRAMS					
Elderly & Disabled/Redi-Wheels	\$ 8,634	\$ 8,422	\$ 213	2.5%	\$ 10,506
American Disabilities Act Sedans / Taxi Service	2,465	2,355	110	4.5%	3,000
American Disabilities Act Coastsides	2,639	2,261	378	14.3%	3,256
American Disabilities Act Related Wages & Benefits	2,883	2,665	218	7.5%	3,589
American Disabilities Act Related Other Support	2,470	1,952	518	21.0%	2,982
American Disabilities Act Insurance	1,327	1,283	44	3.3%	1,610
American Disabilities Act Claims Reserves & Payments	-	(79)	79	0.0%	-
TOTAL AMERICAN DISABILITIES ACT PROGRAMS	\$ 20,418	\$ 18,859	\$ 1,559	7.6%	\$ 24,944
MULTI-MODAL TRANSIT PROGRAMS					
SamTrans Shuttle Service	6,129	5,011	1,118	18.2%	7,505
Shuttle Related Wages & Benefits	218	228	(11)	(4.9%)	268
Dumbarton Maintenance of Way	152	146	6	4.0%	182
Maintenance Multimodal Facilities	542	292	250	46.1%	691
TOTAL MULTI-MODAL PROGRAMS	\$ 7,041	\$ 5,678	\$ 1,363	19.4%	\$ 8,646
PCJPB, SMCTA & SAMTR Capital W&B	54,567	37,509	17,059	31.3%	65,481
TOTAL OPERATING EXPENSES	\$ 258,411	\$ 233,104	\$ 25,307	9.8%	\$ 315,930
Sales Tax Allocation - Capital Program					
District Sales Tax Capital	30,532	30,532	-	0.0%	36,638
Measure W Sales Tax Capital	22,043	22,043	-	0.0%	26,452
Reserves for Future Measure W Capital Allocation	7,650	18,157	(10,507)	(137.3%)	9,180
Total Sales Tax Allocation - Capital Program	\$ 60,225	\$ 70,732	\$ (10,507)	(17.4%)	\$ 72,270
Total Debt Service	3,374	3,400	(26)	(0.8%)	19,138
Operating Reserve	-	-	-	-	516
Sales Tax Stabilization Fund	-	-	-	-	134
Unapplied Dumbarton Rental Income for Future Dumbarton M	-	714	714	100.0%	-
Total Reserves	-	714	714	-	650
TOTAL EXPENSES	\$ 322,009	\$ 307,949	\$ 14,060	4.4%	\$ 407,988

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Quarterly Fuel Hedge Update for Quarter 3 of Fiscal Year 2025**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) accept the Quarterly Fuel Hedge Update for Quarter 3 of Fiscal Year 2025.

Background

The Diesel Fuel Hedging Program was implemented in May 2020 for SamTrans and is designed to minimize large budget variances resulting from the volatility of diesel fuel prices. An effective hedging strategy can increase budget certainty and facilitate a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as it relates to SamTrans' annual budget.

Significance

The purpose of this report is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for San Mateo County Transit District (SamTrans). Staff are exploring options to shift part of the diesel fuel hedge toward hydrogen and electricity as SamTrans transitions to a zero-emission fleet.

Under this Program, staff will continue to work with Linwood Capital, LLC to:

- Secure new diesel fuel hedge contracts as market conditions permit.
- Evaluate timing and feasibility of implementing alternative hedge programs related to zero-emission vehicles.
- Modify the diesel hedge size to safeguard SamTrans' fuel budget from market volatility, while accounting for reduced diesel usage during the transition to a zero-emission fleet.

Diesel fuel consumption is expected to decline steadily in accordance with the diesel bus replacement schedule. As additional zero-emission buses (ZEBs) are delivered and placed into service in the upcoming fiscal years, our reliance on diesel fuel will continue to diminish.

Quarter 3 Fiscal Year 2025 Fuel Hedge Performance

- In the 3rd Quarter of Fiscal Year 2025 (Q3FY25), the fuel hedging program realized a net loss of \$18,688. This is approximately \$0.05 per gallon of realized loss on 400,246

consumed gallons for the quarter. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$3.12 (Hedged Rate \$/Gallon).

- For the 2nd Quarter of Fiscal Year 2025 (Q2FY25) there was a realized net loss of \$94,375 or \$0.21 per gallon on 446,208 gallons of consumption with a cost before taxes and fees and after hedging of \$3.07 (Hedged Rate \$/Gallon).

While the Q3FY25 results reflect realized losses, this is in line with expectations as we anticipate incurring losses approximately half of the time, with gains anticipated in other periods. The primary purpose of the hedge is to manage financial risk, not speculate or make investment gains. Any loss or gain from the hedge offsets fluctuations in the fuel prices and helps SamTrans to smooth the impacts of market volatility.

Q3FY25 Hedge Program Asset Information

- As of March 31, 2025, the value of the futures account¹ is \$1,790,494 in the form of treasury securities with maturities of 90 days or less.
- As of March 31, 2025, the total futures account value was \$2,158,696. The future account value increased by \$87,029 during Q3FY25, compared to total futures account value of \$2,071,667 as of December 31, 2024. This futures account value as of March 31, 2025 consists of:
 - \$200,000 in net cash contributions to the account by SamTrans since inception in May 2020.
 - Net interest income since inception of \$197,095. Net interest income during Q3FY25 was \$17,827 as of March 31, 2025.
 - \$1,760,774 in realized net gains (decreased fuel cost) since inception. Realized net gains since inception decreased by -\$18,688 during Q3FY25. This realized net loss for the quarter was applied to fuel cost resulting in a higher fuel cost for Q3FY25 due to hedging.
 - \$827 in unrealized gain (contingent future decreased fuel cost). The unrealized loss as of December 31, 2024 was -\$87,062. Unrealized gain increased by \$87,889 during Q3FY25.

Q4FY25 Prospective

- For the 4th Quarter of Fiscal Year 2025 (Q4FY25) there is a projected loss of \$29,887 which is \$0.09/gallon on all projected consumption. This assumes projected consumption of 338,145 gallons for the remainder of FY25.
- For the remainder of FY25, approximately 85 percent of the anticipated fuel usage of 338,145 gallons is hedged. Hedging at 85 percent allows SamTrans to balance budget

¹ Futures Account Defined: The future value of a hedge for diesel fuel refers to the anticipated financial outcome or value of a hedging strategy designed to protect against price fluctuations in diesel fuel over a specific future period.

certainty with operational flexibility in the case fuel consumption is lower than anticipated (rollout of ZEBs or service adjustments). The projected cost for Q4FY25 excluding taxes and fees and including the hedge is \$2.98 (Hedged Rate \$/Gallon).

Budget Impact

There is no impact on the budget.

Prepared By:	Adela Alicic	Senior Financial Analyst	650-508-7981
	Julijana Taskovic	Director, Treasury	650-730-0668

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer Mehul Kumar, Chief Information and Technology Officer

Subject: **Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2026**

Action

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

1. Determine that an independent District-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the District's best interest.
2. Authorize the General Manager/CEO or designee to execute contracts exceeding \$250,000 for:
 - a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
 - b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned information technology, hardware, and software;
 - c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
 - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.

3. Authorize the General Manager/CEO or designee to execute contracts that commit the District to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget.
4. Authorize the General Manager/CEO or designee to execute purchase orders, contracts, and other documents and actions to give effect to the proposed resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases.
5. Establish an aggregate, not-to-exceed limit of \$8 million for Fiscal Year 2026 (FY26) for contracts and amendments authorized pursuant to the proposed resolution.
6. Direct staff to provide a report to the Board on a quarterly basis advising of actions taken pursuant to the authority conferred by the proposed resolution.

Significance

Recurring maintenance, support, and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner.

Approval of this contracting authority will allow the District to pay for information technology hardware, software, licenses, maintenance and support in an amount greater than the District's approved procurement thresholds without bringing individual actions before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed.

Delegating this authority expedites staff's ability to continue needed operations and services in the management of the District, and reduces the time and resources otherwise required to obtain individual approval of such support and license agreements.

Further, this authority provides the District with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative purchasing programs and piggybacks. Contracts issued under this authority address the District's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to address the District's future needs.

Budget Impact

Funds for these purchases are included in the proposed FY26 Operating and Capital Budgets.

Background

Pursuant to the Procurement Policy adopted by the Board in 2023 (Resolution No. 2023-36), the Board must approve any purchase of goods and services exceeding \$250,000. Since 2010, the Board has granted the General Manager/CEO authority to execute technology-related contracts and amendments that exceed this standard Board-approved contract authority threshold. Beginning in FY24, the Board approved, via one resolution, both recurring contracts and cooperative agreements.

The District has an ongoing need to refresh technology that supports all business operations. Some of the required equipment include:

- personal computers
- telecommunications equipment
- digital reprographic equipment
- computer peripherals
- server and network hardware
- software
- maintenance and support services
- installation and configuration services
- temporary technology consultants
- other related technology services

Many equipment purchases and service contracts must be renewed on an annual basis. These renewals are usually routine and predictable, and generally were competitively procured previously. Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support results in loss of software updates, and problems obtaining assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary to the manufacturers of the software. Similarly, many manufacturers do not allow third parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

Procurements relating to District assets requiring payment of recurring annual or multi-year maintenance services, support, and license fees over \$250,000 may need to be accommodated in FY26, outside of cooperative purchase agreements or other pre-existing contracts.

Contracts issued by governmental entities that allow other jurisdictions to use the contract they established are called “piggybacking contracts” because they allow another agency to “piggyback” on that governmental entity’s solicitation process, contract terms and pricing.

Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the District's procurement authority and policy.

Various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal government's General Services Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also may be utilized. By utilizing cooperative purchasing and piggyback contracts, the District saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

By approving this action, the Board would eliminate the need to issue contracts for new and recurring maintenance and continued operation of assets like these to be brought individually before the Board for approval.

The General Manager/CEO or designee will provide a quarterly report to the Board with a summary of the contracts awarded under this delegated authority.

Prepared By:	Linda Tamtum	Contract Administrator	650-508-7933
	Michael Salazar	IT Operations Manager	650-551-6196

Resolution No. 2025-

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

* * *

**Authorizing Execution of Contracts and Amendments for Information Technology
Hardware, Software, Licenses, Maintenance Services and Professional Services, and
Technology-Related Products and Services, Through Piggyback Contracts and Cooperative
Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year
2026**

Whereas, the San Mateo County Transit District (District) will require personal computers, computer peripherals, telecommunications equipment, reprographic equipment, servers, switches, maintenance agreements, software licensing, continuing product support and licenses, technology consulting, and other related services throughout Fiscal Year (FY) 2026 in order to replace equipment that has reached the end of its useful life and to meet the District's current and emerging technology needs; and

Whereas, the District desires to standardize procurements using the most cost-effective manners; and

Whereas, piggybacking on other agencies' procurements, as well as participating in cooperative purchasing consortia, allows the District to procure competitively-priced technology systems equipment and related services; and

Whereas, the District's software license, maintenance, and support agreements for the information technology assets in use are, by their nature, repetitive and routine; and

Whereas, the District requires professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

Whereas, the District also requires Information Technology (IT) staff augmentation services to support IT specific projects; and

Whereas, the General Manager/CEO recommends that the District participate in the above-mentioned programs, as well as additional cooperative purchasing programs and piggyback purchasing, to the extent such programs fully comply with the District's procurement authority and policy; and

Whereas, staff recommends that the General Manager/CEO or designee be authorized to execute contracts that exceed \$250,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing to meet the District's personal computer/server, telecommunications, and other related technology equipment and professional service requirements for FY26, pursuant to the terms and conditions of each cooperative purchasing program's vendor agreements or piggyback agreement; and

Whereas, staff further recommends that the General Manager/CEO or designee be authorized to execute contracts that exceed \$250,000 with original equipment manufacturers, product licensors, their authorized distributors and consultants, and IT professional services and staff augmentation to meet the District's technology requirements for FY26, pursuant to the District's statutory procurement authority and procurement policy; and

Whereas, finally, staff recommends limiting the purchasing authority established by this Resolution to an aggregate, not-to-exceed amount of \$8 million for FY26.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County

Transit District hereby:

1. Determines that an independent District-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals, and temporary technology consultants is unlikely to be in the District's best interest; and
2. Authorizes the General Manager/CEO or designee to execute contracts exceeding \$250,000 for:
 - a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
 - b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned

- information technology, hardware, and software;
- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
 - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services; and
- 3. Authorizes the General Manager/CEO or designee to execute contracts that commit the District to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget; and
 - 4. Authorizes the General Manager/CEO or designee to execute purchase orders, contracts, and other documents and actions to give effect to this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and
 - 5. Establishes an aggregate, not-to-exceed limit of \$8 million for Fiscal Year 2026 for contracts and amendments authorized pursuant to this Resolution; and
 - 6. Directs staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Regularly passed and adopted this 4th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer David Santoro, Deputy General Manager

Subject: **Supporting and Authorizing Submittal of Four Applications for the San Mateo County Transportation Authority's 2025 Cycle 1 Measure W Regional Transit Connections Program Call for Projects**

Action

Staff recommends the Board of Directors (Board) of the San Mateo County Transit District (District) adopt a resolution to:

1. Support the District's applications to the San Mateo County Transportation Authority (TA) Cycle 1 Measure W Regional Transit Connection (RTC) Program for the following projects:
 - a. \$16,250,000 for the completion of the feasibility study, preliminary design and environmental clearance, and final design phases of the Dumbarton West Connector Project.
 - b. \$4,427,000 for the operational expenses related to SamTrans' East Palo Alto-San Bruno BART and San Francisco (EPX) route and the lease costs for bus bays at the Salesforce Transbay Transit Center.
 - c. \$5,000,000 for the expanded and continued operation of the Ride Plus service to the Palo Alto Transit Center through the end of Fiscal Year (FY) 2028.
 - d. \$1,000,000 for the development of a SamTrans first- and last-mile plan.
2. Authorize the Deputy General Manager, or designee, to execute funding agreements or other documents, and take any other actions required, for the District to receive any Measure W RTC Program funds awarded.
3. Commit the following matching funds, if awarded the requested Measure W RTC Program funds.
 - a. \$5,574,000 in District and Regional Measure 3 matching funds for the completion of the feasibility study, preliminary design and environmental clearance, and final design phases of the Dumbarton West Connector Project.
 - b. \$235,000 in District matching funds for the operational expenses related to the SamTrans EPX route and the lease costs for bus bays at the Salesforce Transbay Transit Center.

- c. Up to \$1,800,000 in District matching funds for the expanded and continued operation of the Ride Plus service to Palo Alto Transit Center through FY28.
4. Direct the District to commence work on funded projects within one year of the TA's award of Measure W RTC Program grants.

Significance

In April 2025, TA released its first Call for Projects (CFP) for the RTC Program. The purpose of the RTC Program is to fund transit improvements that connect San Mateo County with Alameda County, San Francisco County, and Santa Clara County. The RTC Program includes three funding sub-categories for transit capital, transit operations, and first/last mile projects, and the District is an eligible sponsor in all three sub-categories. The TA anticipates releasing a CFP every 4 years.

Staff are prepared to submit applications to the RTC Program for the four separate projects listed above.

Budget Impact

Adoption of the proposed resolution is a requirement to apply for the RTC Program and has no immediate budget impact. Matching funds are included in the FY26 and FY27 proposed budgets and will be requested in future years' budgets. If funding is awarded, staff will return to the Board to request the necessary budget authority.

Background

Below is a more comprehensive description of the four projects for which staff will be submitting applications. It includes information detailing the scope and objectives of each project.

Dumbarton West Connector Project – Funds are being requested for the feasibility study, preliminary design and environmental clearance, and the final design phases of this project. The project aims to eliminate transportation barriers and address regional disparities by transforming the underutilized 5-mile Dumbarton West Corridor between the Redwood City Caltrain Station and University Avenue in East Palo Alto. The project will develop a dedicated busway with enhanced bicycle and pedestrian infrastructure, improving access to key community designations, regional transit systems, and employment centers. Revitalizing this corridor will also lay the groundwork for future Dumbarton initiatives focused on reducing congestion and enhancing transit efficiency. This grant will help close funding gaps in the feasibility study, preliminary design and environmental clearance, and final design phases, advancing the project toward shovel-ready status by 2030.

EPX Route and Salesforce Transbay Transit Center Operations – This project seeks operating funds to sustain the EPX route for four years and to lease associated bus bays at the Salesforce Transbay Transit Center. The EPX route was created to address critical transportation gaps in communities in southern San Mateo County, particularly East Palo Alto and Menlo Park's Belle

Haven neighborhood. Operating on weekdays with limited-stop service every 45 minutes, the route connects riders to key destinations including the SFO AirTrain, San Bruno Bay Area Rapid Transit (BART) station, Redwood City Caltrain station, and downtown San Francisco. Select morning and afternoon trips provide direct service to San Francisco, bypassing San Bruno BART, while other trips begin or end at the station. Utilizing US 101 Express Lanes for great reliability and a fleet of zero-emission battery-electric buses, the service promotes sustainability and offers efficient one-seat rides that integrate seamlessly with other modes of the regional transit network.

Expansion and Continuation of Ride Plus Service to Palo Alto Transit Center – Ride Plus is a microtransit service for residents within East Palo Alto and the Belle Haven neighborhood in Menlo Park. Staff proposes to expand the footprint of the service area to include the Palo Alto Transit Center to provide better regional transit connections for residents in these neighborhoods. The District currently contracts with Transdev to operate this service. The service is currently funded through Year 3 of the operating contract. RTC Program support, supplemented by District matching funds, would allow the service to continue through the final two option years of the five-year contract.

Development of a SamTrans First and Last Mile Plan – As part of the RTC program, if an agency does not have a station access/facilities plan or equivalent, the agency may apply for funds to develop one with no required match. This allowance ensures all agencies are equally able to support and identify priority first and last mile projects in San Mateo County. The District proposes to use these funds to develop a comprehensive first and last mile plan to identify and prioritize infrastructure projects that improve access to regional transit services across San Mateo County and increase ridership. The plan will focus on enhancing connections and addressing critical gaps in access for pedestrians, cyclists, and other first and last mile users within key locations served by SamTrans. The plan will identify improvements that will support increased transit ridership, reduce car dependency, and advance regional mobility goals. As the District does not have a station access/facilities plan or equivalent, no matching funds are required for the development of a SamTrans first and last mile plan.

Prepared By: Heather Salem

Acting Director, Grant and Fund
Management

650-730-8099

Resolution No. 2025-

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

* * *

**Supporting and Authorizing Submittal of Four Applications for the San Mateo County
Transportation Authority's 2025 Cycle 1 Measure W Regional Transit Connections Program Call
for Projects**

Whereas, on November 6, 2018, the voters of San Mateo County approved a San Mateo County Transit District (District) ballot measure known as "Measure W," which increased the sales tax in San Mateo County by ½ percent; and

Whereas, the District tasked the San Mateo County Transportation Authority (TA) with administering four of the five transportation program categories pursuant to the Congestion Relief Plan presented to the voters; and

Whereas, the TA issued a Call for Projects for the Measure W Regional Transit Connections (RTC) Program funds on April 3, 2025; and

Whereas, the TA requires applicants for Measure W RTC Program funds to submit a resolution in support of each application for funds; committing to the completion of the proposed projects' scopes; agreeing to provide matching funds where required; stating the applicants' intention to begin work on funded projects within one year of Measure W RTC grant awards, and certifying that any funds awarded by the TA will be used to supplement existing funds for program activities, and will not replace existing funds or resources; and

Whereas, the District desires to apply for specified amounts of Measure W RTC funds for the following four projects:

- \$16,250,000 for the feasibility study, preliminary design and environmental clearance, and final design phases of the Dumbarton West Connector Project;

- \$4,427,000 for the operational expenses related to SamTrans' EPX route and lease costs for bus bays at the Salesforce Transbay Transit Center;
- \$5,000,000 for the expanded and continued operation of the Ride Plus service to the Palo Alto Transit Center through the end of Fiscal Year (FY) 2028; and
- \$1,000,000 for the development of a SamTrans first and last mile plan.

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

1. Directs staff to submit applications for San Mateo County Transportation Authority 2025 Cycle 1 Measure W Regional Transit Connection Program funds for the following projects:
 - a. \$16,250,000 for the completion of the feasibility study, preliminary design and environmental clearance, and final design phases of the Dumbarton West Connector Project;
 - b. \$4,427,000 for the operational expenses related to the EPX route and the lease costs for bus bays at the Salesforce Transbay Transit Center;
 - c. \$5,000,000 for the expanded and continued operation of the Ride Plus service to the Palo Alto Transit Center through the end of FY 2028; and
 - d. \$1,000,000 for the development of a SamTrans first and last mile planning level study.
2. Authorizes the Deputy General Manager or designee to execute funding agreements or other documents, or take any other actions needed, for the District to receive all Measure W RTC Program funds awarded.

3. If awarded the requested TA Measure W RTC Program funds, commits to contributing matching funds and completing the Measure W RTC Program funded projects as follows:
 - a. \$5,574,000 in District and Regional Measure 3 matching funds for and completing the feasibility study, preliminary design and environmental clearance, and final design phases of the Dumbarton West Connector Project;
 - b. \$235,000 in District matching funds for the operational expenses related to SamTrans' EPX route and the lease costs for bus bays at the Salesforce Transbay Transit Center, and completing performance of the same;
 - c. Up to \$1,800,000 in District matching funds for the expanded and continued operation of the Ride Plus service to the Palo Alto Transit Center through FY 2028, and completing performance of the same; and
 - d. Completing a SamTrans first and last mile planning level study.
4. Directs the Deputy General Manager or designee to commence work on all Measure W RTC Program funded projects within one year of allocation of Measure W RTC Program funds by the TA.
5. Certifies that any Measure W Program funds awarded by the TA will be used to supplement existing funds for program activities and will not replace existing funds or resources.

Regularly passed and adopted this 4th day of June 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer David Olmeda, Chief Operating Officer, Bus

Subject: **Rejecting All Proposals Submitted in Response to the Request for Proposals for Contracted Shuttle Services, and Authorizing an Amendment to the Current Contracted Shuttle Services Agreement to Extend the Term for Two Years and Increase the Total Not-to-Exceed Amount by \$15,986,584**

Action

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

1. Reject all proposals submitted in response to the District-issued Request for Proposals (RFP) 24-S-S-118 for Contracted Shuttle Services (Services) and authorize staff to re-issue the solicitation.
2. Authorize a single-source extension of the existing contract with MV Transportation, Inc. of Dallas, Texas (MV) for two years, from July 1, 2025 through June 30, 2027, for an estimated total not-to-exceed amount of \$15,986,584, which will increase the total contract amount from \$19,980,269 to \$35,966,853.
3. Authorize the General Manager/CEO or designee to execute a Sixth Amendment to the contract with MV as negotiated, and in a form approved by legal counsel.

Significance

In partnership with Commute.org and other funding partners, the District's Shuttle Program (Program) provides Bay Area Rapid Transit (BART), Caltrain, and San Francisco Bay Ferry riders, as well as other interested passengers, with free first and last-mile fixed-route commuter, community and on-demand shuttle services. The Program currently offers 26 shuttle routes which are served by 30 wheelchair-accessible vehicles and bicycle rack capacity. The Program does not duplicate SamTrans fixed-route bus service.

The Program is funded primarily through grants from the San Mateo County Transportation Authority (TA), along with limited funding from the City/County Association of Governments of San Mateo County (C/CAG). Matching funds for the TA and C/CAG grants are provided by various public sector shuttle sponsors and, in some cases, sponsors' private-sector partners. MV has provided the Program's contracted shuttle service since 2015.

During this procurement process, staff learned new information about the significant market rate cost increases to deliver the Services, plus unforeseen budget constraints from the Program's local sponsors. Given this new economic landscape, staff determined the best course of action is for the District to cancel the pending six-year procurement and instead provide additional time on the current MV contract to allow for a comprehensive reevaluation of this Program.

Approval of the above actions will allow the Program to continue in full operation while the TA, in collaboration with the District and other Program partners, complete an in-depth assessment of the Program and associated contracted Services.

The 2021 SamTrans and Caltrain joint Peninsula Shuttle Study focused on the roles and responsibilities for each agency to efficiently manage the program. In contrast, the upcoming proposed San Mateo County Transportation Authority study will focus on rethinking a financially constrained shuttle program to right-size the program to account for future increases in shuttle operations costs and limited available funding.

Budget Impact

The recommended action to reject all proposals will have no budget impact. Funds for the amendment to extend the Services contract are included in the Proposed Fiscal Years (FY) 2026 and 2027 Operating Budgets, which will be presented as a separate item at the June Board meeting. The base contract is fully funded through Employer Shuttle Contributions from Commute.org and various program partners. Additional costs, such as vendor incentives outlined in the contract terms, are not covered by these contributions and will instead be funded by the District Sales Tax, approximately \$300,000 per fiscal year.

Background

The Pending Procurement for the Services

On October 2, 2024, the District issued RFP 24-S-S-118 to replace the District's current contract with MV, which ends on June 30, 2025. The RFP was posted on the District's e-procurement website. The District also held a virtual pre-proposal meeting on October 23, 2024. Proposals were due on November 12, 2024, at which time the District received proposals from the following firms:

- MV Transportation, Inc. of Dallas, Texas (incumbent)
- TransMetro, Inc. of San Francisco, California
- WeDriveU, Inc. of San Francisco, California

Staff completed an initial review and determined that all three proposals were responsive to the District's solicitation documents and, therefore, could proceed to the next phase of the evaluation and selection process.

A Selection Committee (Committee), composed of qualified staff from the District's Bus Maintenance, Bus Contracts, and Safety and Security departments, and one representative each from Commute.org and City of Menlo Park, reviewed and scored the three proposals in accordance with the weighted criteria set forth in the RFP. None of the firms received Small Business Enterprise Preference points, but all three firms received 10 points each for the employee retention bonus.

CRITERIA	MAX POINTS
Effective and Responsive Approach to Scope of Services	25
Qualifications and Experience of Management of Firm	15
Qualifications and Experience of Management and Key Personnel	10
Cost Proposal	40
Financial Condition of Firm	10
Small Business Enterprise (SBE) Preference	5
Employee Retention Bonus	10
Total Possible Points	115

The Committee, after review and deliberation, determined all three firms were in the competitive range, and invited them to interview. After interviews, the Committee rescored the proposals and determined only two firms remained in the competitive range: MV and WeDriveU. As allowed by the procurement process, staff elected to commence simultaneous negotiations with both firms.

During negotiations, staff learned that Program partners may be unable to fund their required local match. This uncertainty was exacerbated by a significant increase in the proposed hourly rates for the Services under the pending procurement (greater than 56 percent). As a result, the District was unable to determine the appropriate level of service and vehicle count to include in the contract under negotiation.

In response, staff leadership decided more time is needed to reassess the situation. At this time, staff has determined that it is in the District's best interest to reject all proposals and resolicit the Services in the future (tentatively in Fiscal Year 2027) once the District better understands the service needs and available funding for the Program.

The District has the right to cancel the procurement at its sole discretion pursuant to Section 4.Q. of the RFP.

Current Agreement with MV Transportation

Pursuant to Resolution No. 2015-19, the Board awarded a contract to MV to provide the Services for a base term of five years and four months, with five one-year option terms. MV has satisfactorily provided the Services for the District and its partners, the Peninsula Corridor Joint Powers Board (PCJPB) and Peninsula Traffic Congestion Relief Alliance (Commute.org), under contract 14-SAMTR-PCJPB-PTCRA-S-054 for the past 10 years, including exercised option terms. Pursuant to Resolution No. 2022-28, the contracts were consolidated and amended to a single entity contract under 14-SAMTR-S-054. The current MV contract expires June 30, 2025.

Proposed Contract Extension

Staff has successfully negotiated a two-year extension of the current MV contract to allow for continued Services throughout San Mateo County while the District and its partners conduct a strategic review to assess the Program's long-term needs, available service models, and potential cost structures.

Staff conducted a price analysis and determined the proposed revenue service hourly rates of \$161.01 and \$168.13 for the first and second extension years, respectively, are fair and reasonable. Staff estimates MV will operate 48,572 revenue service hours per year.

Prepared By:	Stacey Routt	Procurement Administrator II	650-508-7727
	Kelley Shanks	Manager, Bus Contracts	650-508-6324

Resolution No. 2025-

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

* * *

Rejecting All Proposals Submitted in Response to the Request for Proposals for Contracted Shuttle Services, and Authorizing an Amendment to the Current Contracted Shuttle Services Agreement to Extend the Term for Two Years and Increase the Total Not-to-Exceed Amount by \$15,986,584

Whereas, on October 2, 2024, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 24-S-S-118 to provide Contracted Shuttle Services (Services) for a six-year term, with up to four one-year option terms; and

Whereas, in response to the RFP, the District received proposals from MV Transportation, Inc. of Dallas, Texas (the incumbent); TransMetro, Inc. of San Francisco, California; and WeDriveU, Inc. of San Francisco, California, all of which staff found to be responsive to the solicitation documents; and

Whereas, a Selection Committee (Committee), composed of qualified District staff, and subject matter experts from Commute.org and the City of Menlo Park, reviewed, evaluated, and scored the three proposals in accordance with the evaluation criteria set forth in the RFP, finding all to be in the competitive range; and

Whereas, the Committee held interviews with all three firms, rescored the proposals and determined two of the three firms remained in the competitive range; and

Whereas, the Committee then entered simultaneous negotiations with the two firms in the competitive range; and

Whereas, concurrent with negotiations, uncertainty arose around available funding for the shuttle program (Program) from Program partners; and

Whereas, this uncertainty, coupled with significant increases in proposed hourly rates for the Services compared to current rates, raised broader concerns about the Program's overall feasibility; and

Whereas, the Program is currently under strategic review to assess long-term needs, service model options, and associated cost structures; and

Whereas, District leadership has determined it is in the District's best interest to reject all proposals received in response to RFP 24-S-S-118, and to extend the current contract with MV Transportation, Inc of Dallas, Texas (MV) for two years to ensure continued Services throughout San Mateo County while the District and its Program partners re-evaluate the Program and related challenges; and

Whereas, pursuant to Resolution No. 2015-19, the Board awarded MV the current contract (originally identified as contract 14-SAMTR-PCJPB-PTCRA-S-054) and then, pursuant to Resolution Nos. 2015-19 and 2022-28, exercised option terms and amended the contract (now identified as 14-SAMTR-S-054) to extend the term through June 30, 2025; and

Whereas, MV has satisfactorily provided the Services for the past 10 years; and

Whereas, staff successfully negotiated a two-year contract extension with MV on a single-source basis for a total not-to-exceed amount of \$15,986,584, which is based on an anticipated 48,572 annual revenue service hours; and

Whereas, staff conducted a price analysis and determined MV's proposed revenue service hourly rates of \$161.01 and \$168.13 for the first and second years of the two-year extension term, respectively, to be fair and reasonable.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transit District hereby rejects all proposals received in response to Request for Proposals 24-S-S-118 to provide Contracted Shuttle Services, and authorizes staff to re-issue the solicitation; and

Be It Further Resolved that the Board authorizes a single-source extension of the existing contract with MV Transportation, Inc. for two years from July 1, 2025 through June 30, 2027 for an estimated total not-to-exceed amount of \$15,986,584, which will increase the total contract amount from \$19,980,269 to \$35,966,853; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a Sixth Amendment to contract 14-SAMTR-S-054 with MV as negotiated, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Proclamation

Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month

Whereas, the San Mateo County Transit District (District) cherishes the value and dignity of every person and appreciates the importance of equality, freedom, and acceptance; and

Whereas, the District denounces prejudice and unfair discrimination based on age, gender identity, gender expression, race, color, religion, marital status, national origin, sexual orientation, or physical attributes as an affront to our fundamental principles; and

Whereas, the District recognizes the long history of inequity in its own transit industry that has excluded, targeted or oppressed people due to their color, race, national origin, gender identity or expression, income, housing status, sexual orientation, disability status, and immigration status; and

Whereas, the first Pride march for Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) people and communities was held on June 28, 1970, on the one-year anniversary of the Stonewall Uprising in New York City, when LGBTQ+ people and allied friends rose and fought against constant police harassment and discriminatory laws that have since been declared unconstitutional; and

Whereas, Pride celebrations have grown and diversified in the decades that followed, including with the first presidential designation of June as Pride Month in 1999; and

Whereas, last year, the District formed its first Rainbow Employee Resource Group (ERG) to provide a supportive network for LGBTQ+ employees, allies, and advocates. The ERG was created to provide a safe space for sharing experiences, discussing challenges, and celebrating the diversity that each member brings to the District. Through educational sessions, networking events and community outreach, the Rainbow ERG will play a crucial role in promoting understanding, respect and equality within our workplaces and the communities we serve; and

Whereas, this year, the District will be wrapping a SamTrans bus with the theme, *“Moving Forward Together, Electrified with Pride,”* and entering the bus into the San Mateo County Pride Parade & Celebration in San Mateo on June 14, the Coast Pride Parade & Celebration in Half Moon Bay on June 22, and the San Francisco Pride Parade on June 29 where employees will be walking in the parade and connecting with the various communities; and

Whereas, the District will continue to strive to make our transportation services and programs accessible and open to all individuals, and to protect the most vulnerable among us; and

Whereas, the District believes that ensuring public sector policies, programs, and practices serve the public good is essential to the success of our transportation services and benefits everyone in our communities and our society; and

Whereas, in honor of Pride Month, the District Board of Directors recognizes the resilience and determination of LGBTQ+ people who are fighting to live freely and authentically.

Now, Therefore, the San Mateo County Transit District Board of Directors does hereby recognize June as LGBTQ Pride Month and celebrates the immense contributions that LGBTQ+ people have made in San Mateo County and the United States.

Regularly passed and adopted this 4th day of June, 2025.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2025



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APRIL CHAN
GENERAL MANAGER/CEO

Memorandum

Date: May 28, 2025
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Report of the General Manager/CEO

SamTrans fixed-route bus ridership achieved a 96.7 percent recovery rate for the nine months ending March 2025 compared to the nine months prior to COVID, which is above the national bus recovery rate of 83.3 percent. SamTrans ridership for the month of March 2025 was 102.7 percent of the pre-COVID ridership in March 2019, which is the first month to surpass pre-COVID ridership. SamTrans Vehicle Revenue Miles, with the final phase of SamTrans Reimagine implemented in August 2025, is approximately the same as pre-COVID, averaging 100.3 percent of pre-COVID levels for the last 3 months. The local rail ridership recovery continues to be slow.

	9 Months Prior To COVID	9 Months Ended March 2025	Ridership Recovery Rate	Vehicle Revenue Miles Recovery Rate
SamTrans	8,325,230	8,046,403	96.7%	98.1%
AC Transit	41,317,506	30,617,929	74.1%	84.8%
SFMTA	157,548,602	122,018,666	77.4%	92.0%
VTA	20,670,713	17,015,215	82.3%	95.9%
Dallas	28,204,315	21,370,119	75.8%	86.6%
Seattle - King	91,037,604	68,834,044	75.6%	85.9%
Chicago	179,180,319	135,975,280	75.9%	97.5%
Atlanta	39,168,799	25,646,657	65.5%	84.2%
New York MTA	539,933,187	514,830,362	95.4%	96.3%
National Bus	3,418,842,454	2,847,319,760	83.3%	92.8%
Caltrain	14,022,841	7,607,438	54.3%	138.6%
BART Extension	9,959,642	4,490,891	45.1%	na
BART System	94,674,287	42,676,582	45.1%	82.2%

	9 Months Prior To COVID	9 Months Ended March 2025	Ridership Recovery Rate	Vehicle Revenue Miles Recovery Rate
National Rail	3,683,163,135	2,704,600,464	73.4%	98.8%
Total NTD Trips	7,468,823,507	5,681,265,080	76.1%	94.4%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	350	13	335

* This number excludes the 13 Bus Operator Trainees.

Miles Between Preventable Accidents

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

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	370,431	7	52,919
South Base	254,577	4	63,644
CUB	233,391	2	116,696
Fixed Route Total	858,399	13	66,031
ADA	190,251	6	31,709
Micro Transit	14,188	0	not meaningful

Safety Updates

Two safety stand downs were conducted this month. The primary focus was to reduce preventable accidents and to enhance operator safety awareness while reinforcing safe driving practices.

The stand downs were conducted at the San Bruno Bay Area Rapid Transit (BART) Station and at the Palo Alto Train Station to address the rise in preventable accidents.

During these sessions, we engaged directly with Bus Operators in the field, discussing the recent increase in preventable accidents, focusing on driving defensively and to avoid aggressive driving. Bus Operators were encouraged to share their feedback during these interactive sessions.

A new training video highlighting curb strikes on high curbs at bus stops was created and viewed by Bus Operators on a continuous basis. The video illustrates the proper technique to approach bus stops with high curbs and to avoid striking them. Advisory signs were also installed at the bus stops where most curb strikes were occurring, reminding operators to use caution in those areas.

Regional/Metropolitan Transportation Commission (MTC) Matters

Senate Bill (SB) 63 is heading to the Senate Appropriations Committee, where all bills with fiscal impacts are considered. Assuming it is approved it will head next to the Senate floor before continuing on to the Assembly. Senator Wiener has agreed to push out the opt-in deadline for San Mateo County to August 11, which allows for this topic to be discussed and voted on at the August SamTrans Board meeting. MTC is in the process of finalizing a financial audit of those agencies that would be primary beneficiaries of SB 63 funds to provide an objective third party review of the financial status of these transit agencies. The Board will be updated once the full information is available.

Employee of the Month (EOM) Recognitions, April 2025

Bus Operator EOM for North Base is **Theodore Kirk**. This is Theodore's second EOM Award during his 37 years of service with the District.

Bus Operator EOM for South Base is **Wilfredo Clavijo**. This is Wilfredo's third EOM Award during his nearly 24 years of service with the District.

Bus Maintenance EOM for North Base is **Mechanic A Omar Gonzalez**. This is Omar's third EOM Award during his 7.5 years of service with the District.

Bus Maintenance EOM for South Base **Utility Worker Narend Chand**. This is Narend's sixth EOM Award during his 8 years of service with the District.

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT May 2025

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Project Introduction

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

Section 1: Cost and Budget

Tenant Improvement

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

Non-Tenant Improvement

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

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	392	4.18%
Non-TI, Information, Communications, & Technology (ICT), Data Servers, and Building Management System	6,794	392	5.77%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees	1,735	0	0.00%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1701	44.89%

samTrans

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
HQ Tenant Improvement (TI)	11,469	0	0.00%
Owner Allowance for TI	36,851	0	0.00%
Total	74,437	3,496	7.39%

Section 2: Progress and Schedule

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

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

Section 3: Accomplishments and Upcoming Work

KEY ACTIVITIES - Current Reporting Month (top 5)	
Tenant Improvement	Move management
Started active construction on the Tenant Improvement project	Distributed Cal-Train Questionnaire
Processed construction submittals for product release	Continued Discussions with People and Culture and IT
Awarded Furniture, Fixture, Equipment and Services contract with Board Approval	Continued Discussions with Procurement
Continued procurement activities for the Non-Tenant Improvement Work	Continued Discussions with Facilities
Established a Reimbursement Agreement with Caltrain	Continued Move RFP Edits

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	Move management
In the Field: Framing walls, rough-in mechanical, electrical, and plumbing work	Mover Procurement Process
Continue to process construction submittals for product release	Change Management Procurement

Verify furniture, audio/visual, and power dimensions in the field.	Issuance of Seating Assignment Docs
Continue procurement activities for the Non-Tenant Improvement Work	Populate Origin Locations

Section 4: Risk Register / Critical Issues

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.

Issue	Status

SamTrans' HQ June Update



June Agenda

Project Scope

Project Budget

Project Schedule & Milestones

Project Updates through May 2025

Upcoming Activities through June 2025

Risk Register

Anticipated Board Approvals

Project Scope

SamTrans is transforming approximately **157,000 square feet** across three floors at the **Gateway at Millbrae Station** into a modern headquarters.

The buildout includes **office space, Public Hearing Room**, conference and training rooms, specialized areas for **Redi-Wheels** and **Transit Police**, and upgraded amenities such as break rooms, wellness spaces, and market ready suites. With integrated **security, audio-visual** and **branding** elements, the new facility will support a dynamic work environment while enhancing operational capabilities.

Project Budget

Tenant Improvements Budget: \$48,320,294

1. \$36.8M allowance provided by Owner/Landlord as part of the \$126M building purchase price
2. \$11.5M by SamTrans approved by the Board in December 2024

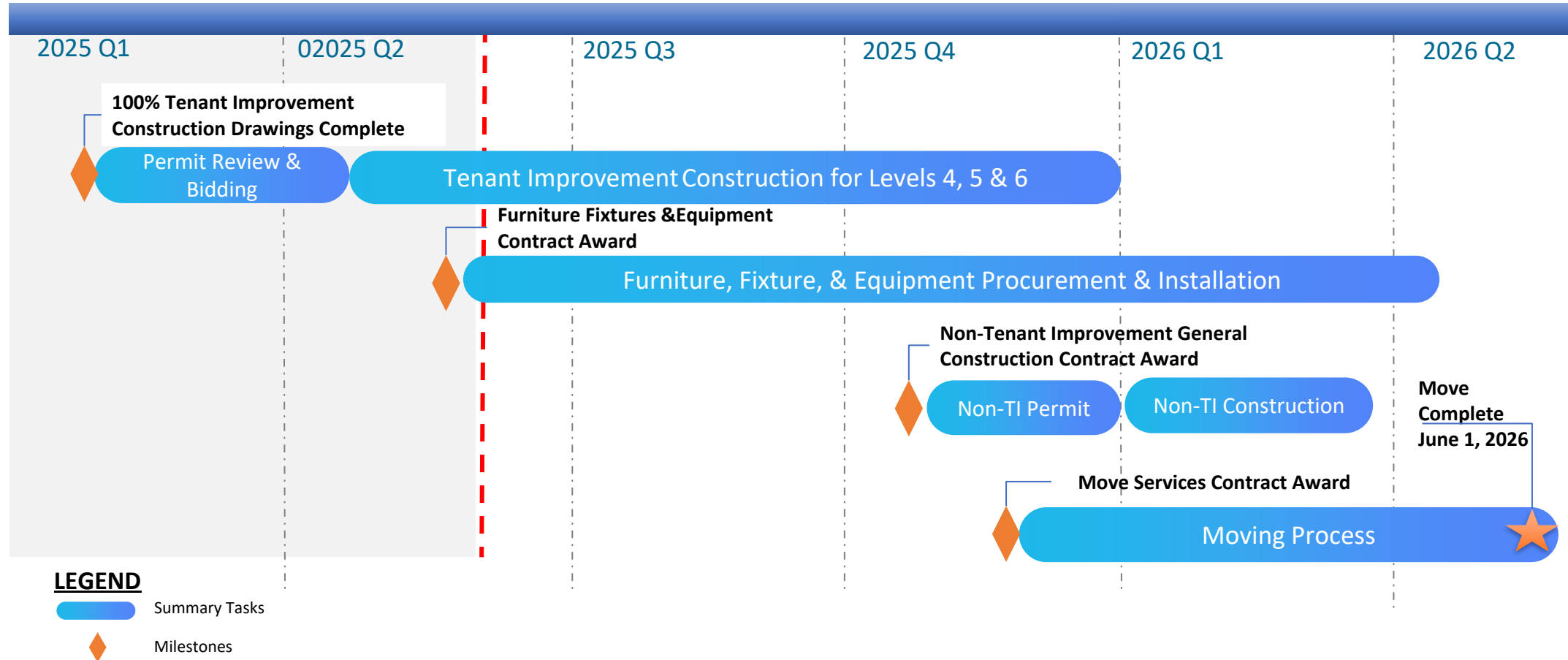
Non-Tenant Improvement Budget: \$26.1M

Total Budget Approved: \$74.4M

Committed / Percent Complete

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	0	0.00%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	392	4.18%
Non-TI, Information, Communications, & Technology (ICT), Data Servers, and Building Management System	6,794	392	5.77%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees	1,735	0	0.00%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,701	44.89%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	5,427	7.39%

Project Schedule



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Project Updates through May 2025

- Started active construction on the Tenant Improvement project
- Processed construction submittals for product release
- Awarded Furniture, Fixture, Equipment and Services contract with Board Approval
- Continued procurement activities for the Non-Tenant Improvement Work
- Established a Reimbursement Agreement with Caltrain

Upcoming Activities in June 2025

In the Field: Framing walls, rough-in mechanical, electrical, and plumbing work

Continue to process construction submittals for product release

Verify furniture, audio/visual, and power dimensions in the field

Continue procurement activities for the Non-Tenant Improvement Work

Risk Register: Key Items

Risk	Mitigation
<p>Budget: Tariffs are imposed by the federal government.</p>	<p>SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.</p>

Anticipated Board Approvals

June 2025: Caltrain FF&E Reimbursement Agreement

Summer 2025: Caltrain Lease

October 2025: Non-Tenant Improvement General Construction (Day 2)

November 2025: Move Service Contract

TBD: Off-Site Agency Vehicle Parking

TBD: Leasing of Market Ready Suites

TBD: Leasing of Retail Spaces

Questions



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

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

June 4, 2025 – 2:30 pm

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: David J. Canepa (Chair), Marina Fraser, Jackie Speier

- | | | |
|--------|---|---------------|
| 9.a.1. | Call to Order | |
| 9.a.2. | Approval of Minutes of the Community Relations Committee Meeting of May 7, 2025 | Motion |
| 9.a.3. | Accessible Services Update | Informational |
| 9.a.4. | Citizens Advisory Committee Update | Informational |
| 9.a.5. | Paratransit Advisory Council Update | Informational |
| 9.a.6. | State of Service Report Quarter 3 Fiscal Year 2025 | Informational |
| 9.a.7. | Monthly State of Service Report April 2025 and Update for March 2025 | Informational |
| 9.a.8. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Community Relations Committee Meeting / Committee of the Whole
DRAFT Minutes of May 7, 2025**

Members Present (In Person): J. Speier, D. Canepa (Chair)

Members Absent: M. Fraser

Other Board Members Present Constituting Committee of the Whole: M. Chuang, B. Esser, J. Gee, J. Powell, P. Ratto

Other Board Members Present Constituting Committee of the Whole (Via Teleconference):
R. Medina

Other Board Members Absent: None

Staff Present: J. Brook, J. Cassman, A. Chan, T. Dubost, J. Jest, D. Olmeda, M. Tseng, S. van Hoften

8.a.1. Call to Order

Committee Chair David Canepa called the meeting to order at 2:53 pm.

8.a.2. Approval of Minutes of the Community Relations Committee Meeting of April 2, 2025

Motion/Second: Esser/Ratto

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

8.a.3. Approve Appointment of Allison Chang, Representing the Community, and Reappointments of Mary Adler, Representing Bus Riders, David Rabinovich, Representing the Community, and Dylan Finch, Representing Multimodal Riders, to the Citizens Advisory Committee

Motion/Second: Speier/Chuang

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

Allison Chang thanked the Board for the opportunity to serve on the Citizens Advisory Committee.

8.a.4. Accessible Services Update and Proclamation Declaring May as Older Americans Month

Tina Dubost, Manager, Accessible Services, stated that the latest edition of the Senior Mobility Guide was now available. The Board approved the proclamation which was received by Irene Liana, Vice Chair, Commission on Aging.

The Board members made a motion to approve the proclamation.

Motion/Second: Chuang/Esser

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

Ms. Liana expressed her thanks to Paratransit staff.

8.a.5. Citizens Advisory Committee Update - There was none.

8.a.6. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, stated that nominations for Chair and Vice Chair would be accepted at their next meeting.

8.a.7. Monthly State of the Service Report | March 2025

David Olmeda, Chief Operating Officer, Bus, stated the report is available in the packet and noted Ride Plus experienced a 41.5 percent increase in ridership due to new communication campaign and new app for public to schedule rides.

8.a.8. Receive Update Regarding 2024 SamTrans Triennial Customer Survey and Key Findings

Julian Jest, Manager, Market Research and Development, provided the presentation that included the following information:

- Vital service to low-income riders; high rider satisfaction following Reimagine SamTrans implementation
- 94 percent of riders fall under average annual household income of under \$50,000
- Support low-income riders, communicate route changes, continue broad route coverage
- Upcoming Title VI report, evaluation of Reimagine SamTrans implementation

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

- Passes for periods less than a month, such as an eight-ride ticket; Clipper 2 to have fare aggregation
- Homeless shelter residents depend on SamTrans to commute
- Clipper improved connectivity by easing transfers

- New riders primarily from 19-34 age range
- Request having longitudinal view of data for future surveys; demographic comparisons with other counties
- Impacts of Bay Pass

Public Comment

Adina Levin, Chair, Network Management Customer Advisory Group, commented on her own behalf on fare affordability, Clipper START use, fare capping, multi-agency fare cap, and open payment options.

Aleta Dupree, Team Folds, commented on daily and weekly fare accumulation, and Clipper 2.

8.a.9. Adjourn – The meeting adjourned at 3:27 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

Several groups advise SamTrans on accessible service issues. The Paratransit Advisory Council (PAC) provides a forum for consumer input on paratransit issues. The Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PAC.

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

The minutes from the PAC and PAL meeting in April 2025 are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of April 8, 2025, Meeting

ATTENDANCE:

Members in person:

Benjamin McMullan, Chair, CID; Michele Epstein, OSS; Sandra Lang, Community Member; Marie Violet, Dignity Health; Larisa Vaserman, Consumer; Susan Capeloto, Dept. of Rehabilitation; Carmen Santiago, Catholic Charities (Zoom)
(Member in-person attendance = 8/10, Quorum = Yes)

Guests:

Marvin Ranaldson, Nelson\Nygaard (Zoom); Jane Stahl, PAC Staff; Lynn Spicer, SamTrans (Representing Tina Dubost); Kenneth Richardson, TransDev/Redi-Wheels.

Absent: Tina Dubost, SamTrans; Dao Do, Rosenor House; Kathy Uhl, CoA

WELCOME/INTRODUCTIONS:

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

APPROVAL OF MARCH MINUTES:

Sandra Lang moved to approve the March meeting minutes; Marie Violet seconded the motion. The minutes were approved.

PUBLIC COMMENTS:

Lynn Spicer reported that Margaret Bagley will give a presentation in May, focused on transportation resources other than paratransit.

Larisa reported that on a recent trip (April 2) to Stanford Hospital, when the GPS couldn't find the address. There had not been a problem in the past. Kenneth Richardson will look into it.

Lynn reported activity on SB239 regarding amending the Brown Act; she is working with Government Affairs on this and will report back to the PAC.

PRESENTATION: Bylaws Revision

Jane Stahl reviewed the updates made to the PAC bylaws by the ad hoc committee. These will be voted on at the May meeting.

COMMITTEE REPORTS:

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

See page 9.

Education - Tina Dubost

No report. The next meeting is on May 6th at 3pm.

Executive – Ben McMullan

The committee did not meet. Jane sent out a meeting request for retreat planning.

Nominations for PAC Chair and Vice Chair will be taken at the May meeting.

The next Executive Committee meeting will be on May 6, at 2pm.

OPERATIONAL REPORTS

None.

PERFORMANCE REPORT

Total ridership in February decreased by 1.7%; average weekday ridership increased compared to 2024. Ridership has stabilized. Subscription rides remained at 23%; agency trips were 7%; trips on taxis were 6.5%. The percentage of same-day cancels remains similar to past months, no-shows decreased compared to January as well as compared to February 2024. Individual rides decreased compared to 2024.

On-time performance did not meet the 90% standard at 86.5%, probably due to the weather. Productivity increased to 1.35%.

COMMENT STATISTICS REPORT

Data is similar to previous years. More reports come through the Customer Service Center than comment cards. The cards are typically compliments, and the number of compliments increased in February.

SAFETY REPORT

Kenneth reported that there were zero preventable safety events in March – this was warmly received by the Council. There were 3 non-preventable safety events.

UPDATES AND ITEMS OF INTEREST

Agencies – Dao Do & Marie Violet

Michele shared that around 80 people attended the dementia-friendly movie. Everyone enjoyed themselves and another movie will be shown next year.

The Ombudsman volunteers have asked for a presentation by Margaret Bagglely to help encourage people to get out and about. There was a discussion around the misconception that Redi-Wheels is only for medical appointments. Sandra said that the PAC needs to continually work to dispel myths about the service.

Commission on Aging – Kathy Uhl

No report.

Commission on Disabilities (CoD) – Ben McMullan

No report. The Transportation Committee did not meet.

Center for Independence (CID) – Ben McMullan

CID will hold a listening session in April, in preparation for the MTC Summit in June. They will hold a movie day in July, a discussion around disability issues, and a “state of the county” event as it relates to the disability community.

Coastside Transportation Committee (CTC) – Tina Dubost

No meeting this quarter.

Department of Rehabilitation – Susan Capeloto

They have now joined with the San Jose district. DOR will be changing their name so that more people utilize their job services. Referrals are increasing statewide.

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

The committee met on April 1. The meeting included:

- An informational presentation on the US101/Route 92 direct connector process and its design.
- [A report on local streets and road conditions in San Mateo County released by MTC](#). The report included El Camino Real.

The next meeting is on May 6, 2025, at 4:30pm.

Other Business

None.

The meeting ended at 2:57pm.

The next PAC meeting is on Tuesday, May 13th, 2025, at 1:30pm, in person and remotely via Zoom.

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

The minutes of the March PAL meeting were included in the meeting packet. The minutes were approved by roll call.

Policy Issues

The VTA strike has ended; paratransit service was not affected by the strike and continued throughout.

Advocacy

None.

Legislative

Sandra Lang encouraged Council members to report back to the PAC on any legislative or other issues of interest, e.g. disability rights. Ben reminded that the focus should be on transportation as much as possible. Sandra encouraged members to read those portions of the ADA applicable to transportation.

Lynn commented on the importance of the PAC as it speaks for those who use paratransit in the community on everything from installing yellow bars on the buses to allowing riders an opportunity to speak at its meetings. She also reported that making drivers disability aware is an ongoing effort. Larisa agreed that the PAC is the group that speaks for the paratransit community.

Ben reported that CID was coordinating a focus group on April 17th on the needs of the disability community as it relates to transportation. This is in preparation for the [MTC Accessible Futures Summit on June 16 and 17](#).

The next PAL meeting will be on May 13, 2025.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development

Subject: **State of Service Report | Quarter 3 Fiscal Year 2025**

Action

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

Significance

The quarterly report provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce composition, safety, fleet, and customer experience for the period of January through March 2025 (Quarter 3, Fiscal Year 2025).

This quarter reflects service plans implemented on November 17, 2024 (Runbook 148) and on February 23, 2025 (Runbook 149). Runbook 148 adjusted some schedules to improve on-time performance. Runbook 149 included an additional trip on routes 110, 121, and 281. Six trips were eliminated on Route 296 Owl due to redundancy with several Route 296 trips on weekend mornings and evenings. There were also adjustments made on various routes to improve on-time performance.

Fiscal Year 2025 (FY25) Quarter 3 Summary (compared to FY24 Q3):

- 6.7 percent increase in total ridership
- 6.6 percent increase in ridership on equity priority routes
- 0.7 percent increase in on-time performance
- 12.5 percent increase in cost per passenger and 14.1 percent increase in subsidy per passenger on bus service
- 1.1 percent decrease in farebox recovery
- 53.4 percent increase in Clipper START usage
- 52.6 percent increase in preventable accidents per 100,000 miles
- 25.7 percent increase in service calls per 25,000 miles
- 13.9 percent decrease in customer comments per 10,000 boardings

Ridership

Average weekday ridership (AWR) on SamTrans was 34,691 in FY25 Quarter 3, which is an increase of 7.7 percent compared to FY24 Quarter 3. Total bus ridership was 2,650,303, which is an increase of 6.7 percent compared to FY24 Quarter 3. The SamTrans bus network had recovered 99.2 percent of total ridership compared to pre-pandemic ridership (FY19 Q3). Ridership details are included in **Table 1**.

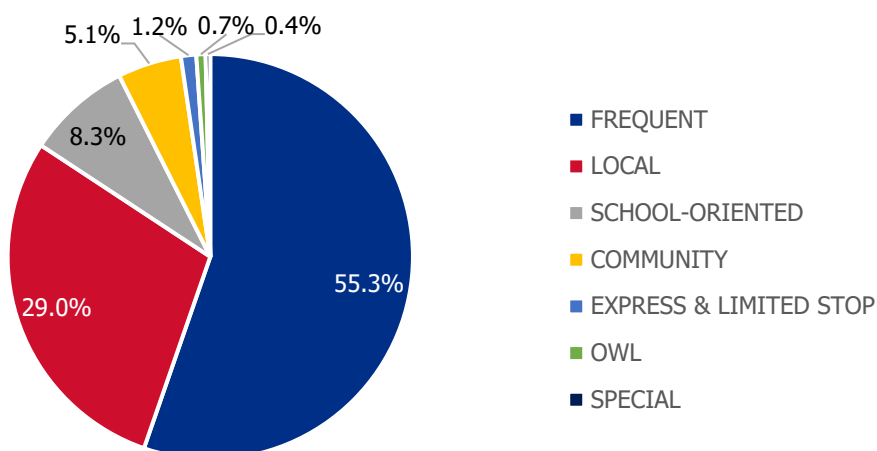
TABLE 1. AVERAGE WEEKDAY RIDERSHIP AND TOTAL RIDERSHIP

Ridership Type	FY25 Q3	FY24 Q3	%Δ
Average Weekday Ridership	34,691	32,197	7.7%
Total Ridership	2,650,303	2,483,121	6.7%

Notes: Does not include Route 713 or Dumbarton Express.

By service category, 55.3 percent of total ridership was on Frequent routes¹, 29.0 percent was on Local routes², 5.1 percent was on Community routes³, 8.3 percent was on School-Oriented routes⁴, 1.2 percent was on Express and Limited routes⁵, 0.7 percent was on Owl⁶ routes, and 0.4 percent was on Special⁷ routes (see **Figure 1**).

FIGURE 1. TOTAL RIDERSHIP SHARE BY SERVICE CATEGORY



Note: Does not include Route 713 or Dumbarton Express.

In Quarter 3, all service categories except Owl routes saw ridership increases compared to the same quarter last year. Shifting trips from 296 Owl to 296 could have contributed to this as this transferred service into the Local category. Express and Limited Stop routes likely saw a large increase due to the start of two new routes (CSM and SKY) and the reintroduction of Route PCX. Ridership details by service category are included in **Table 2**.

¹ Routes with 15 minutes or better frequency, seven days a week. Routes include 120, 130, 296, and ECR.

² Routes with 30 minutes or better frequency, seven days a week. Routes include 110, 121, 122, 141, 250, 276, 278, 281, and 292.

³ Routes with 60 minutes or better frequency, five days a week. Routes include 112, 117, 142, 251, 260, 270, 280, 294, and 295.

⁴ Routes operating with very few trips a day and are scheduled to align with school schedules and bell times. All two-digit routes are School-Oriented routes.

⁵ Routes providing limited-stop service to or from major destinations and are typically longer in length. Routes include CSM, EPX, FCX, PCX, and SKY.

⁶ Routes operating overnight after regular transit service has ended. Routes include 296 Owl, 397, and ECR Owl.

⁷ Routes serving a unique purpose that do not fit into other categories but should still be monitored for their performance to ensure that they are effectively serving the purpose of the service. Routes include 138 and Ride Plus.

TABLE 2. TOTAL RIDERSHIP BY SERVICE CATEGORY

Service Category	FY25 Q3	FY24 Q3	%Δ
Frequent	1,465,799	1,404,406	4.4%
Local	767,483	713,084	7.6%
School-Oriented	220,458	205,761	7.1%
Community	134,948	114,980	17.4%
Express and Limited Stop	32,282	12,443	159.4%
Owl	19,550	23,118	-15.4%
Special	9,783	9,329	4.9%

Note: Does not include Route 713 or Dumbarton Express.

Standard productivity measures include boardings by vehicle revenue hour⁸, boardings by vehicle revenue mile⁹, and boardings by trip¹⁰.

The fixed route bus network generated 14.8 boardings per vehicle revenue hour in Quarter 3, a 7.2 percent decrease over the previous year. School-oriented routes had the highest boardings per vehicle revenue hour with 55.7, and Express and Limited Stop routes had the lowest with 2.9.

SamTrans had 1.5 boardings per revenue mile in Quarter 3, a 6.1 percent decrease over the previous year. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 4.7, and Express and Limited routes had the lowest with 0.2.

Finally, SamTrans generated 18.4 boardings per revenue trip in Quarter 3, a 10.7 percent decrease over the previous year. Frequent routes had the highest with 31.9 boardings per trip. Express and Limited routes had the lowest with 2.8. Ridership productivity measures are included in **Table 3**.

Express and Limited service saw the largest decrease in productivity, likely due to the discontinuation of Route 398 in February 2024 and addition of two routes CSM and SKY and the return of Route PCX (formerly Route 118) in August 2024. Riders that used Route 398 could shift to alternate routes such as routes ECR, EPX, FCX, and 292 or may have shifted to other modes serving similar destinations like Caltrain and Bay Area Rapid Transit (BART). While the three new routes provide express/limited stop service to major destinations, the additional resources outweigh the ridership, resulting in the productivity decrease. It is important to note that new service will take time to generate ridership.

⁸ Boardings by vehicle revenue hour normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated.

⁹ Boardings per vehicle revenue mile normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated.

¹⁰ Boardings per trip normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per trip operated by the service.

TABLE 3. SYSTEMWIDE RIDERSHIP PRODUCTIVITY MEASURES AND SERVICE CATEGORY BREAKDOWN

Productivity Measure	FY25 Q3	FY24 Q3	%Δ
Boardings per Vehicle Revenue Hour	14.8	15.9	-7.2%
Frequent	20.7	20.4	1.6%
Local	11.0	11.9	-7.9%
School-Oriented	55.7	50.3	10.8%
Community	7.0	7.1	-2.1%
Express and Limited	2.9	4.1	-29.9%
Owl	5.5	5.8	-5.9%
Boardings per Vehicle Revenue Mile	1.5	1.6	-6.1%
Frequent	2.2	2.2	-1.1%
Local	1.2	1.3	-4.2%
School-Oriented	4.7	4.2	11.8%
Community	0.7	0.6	8.5%
Express and Limited	0.2	0.2	-4.4%
Owl	0.5	0.5	-10.8%
Boardings per Trip	18.4	20.6	-10.7%
Frequent	31.9	33.0	-3.3%
Local	14.1	15.3	-7.8%
School-Oriented	30.9	27.7	11.7%
Community	6.3	6.1	3.8%
Express and Limited	2.8	7.0	-60.5%
Owl	8.2	9.1	-9.3%

Note: Does not include Route 713 or Dumbarton Express.

Compared to the previous year, Ride Plus service in Quarter 3 this year increased boardings per revenue hour by 5.7 percent to 1.7 boardings per revenue hour. Boardings per revenue mile decreased by 1.5 percent to 0.3 boarding per revenue mile (**Table 4**).¹¹ The percentage of pooled trips increased 253.3 percent and the load factor decreased by 2.2 percent. This is likely reflective of an increase in single rider trips that were pooled together.

¹¹ For Ride Plus on-demand service, similar productivity measures are provided; however, the definitions used are different from fixed-route bus service. For boardings per revenue hour, revenue hour is defined as any time passengers have an opportunity to use the service (total hours minus time to/from the depot). For boardings per revenue mile, revenue miles are defined as distance traveled in the service area (total miles minus miles to/from the depot). Percent pooled trips and load factor show how many passengers are using the service per trip. Percent pooled trips is the share of total trips where multiple trips were taken simultaneously in the same vehicle. Load factor represents the average number of passengers in a vehicle. It is calculated by dividing the total number of passengers by the number of trips in service.

TABLE 4. RIDE PLUS PRODUCTIVITY MEASURES

Productivity Measure	FY25 Q3	FY24 Q3	%Δ
Boardings per Vehicle Revenue Hour	1.7	1.6	5.7%
East Palo Alto	1.7	1.6	4.9%
Half Moon Bay	1.7	1.6	7.8%
Boardings per Vehicle Revenue Mile	0.30	0.31	-1.5%
East Palo Alto	0.36	0.38	-5.9%
Half Moon Bay	0.22	0.21	5.8%
Percent Pooled Trips	37.5%	10.6%	253.3%
EPA	35.9%	6.1%	486.3%
HMB	39.1%	15.1%	158.9%
Load Factor	1.1	1.2	-2.2%
EPA	1.2	1.2	0.0%
HMB	1.0	1.1	-4.6%

Total ridership on Equity Priority Routes¹² was 1,958,196 in FY25 Quarter 3, accounting for 73.9 percent of total ridership (see **Table 5**). This remained stable year over year. Equity Priority Routes are defined as routes where more than one-third of a route's alignment is operated in an Equity Priority Area. Equity Priority Areas are neighborhoods where residents are more likely to lack access to a car, work low-wage jobs, and/or identify as people of color.

TABLE 5. RIDERSHIP IN EQUITY PRIORITY AREAS

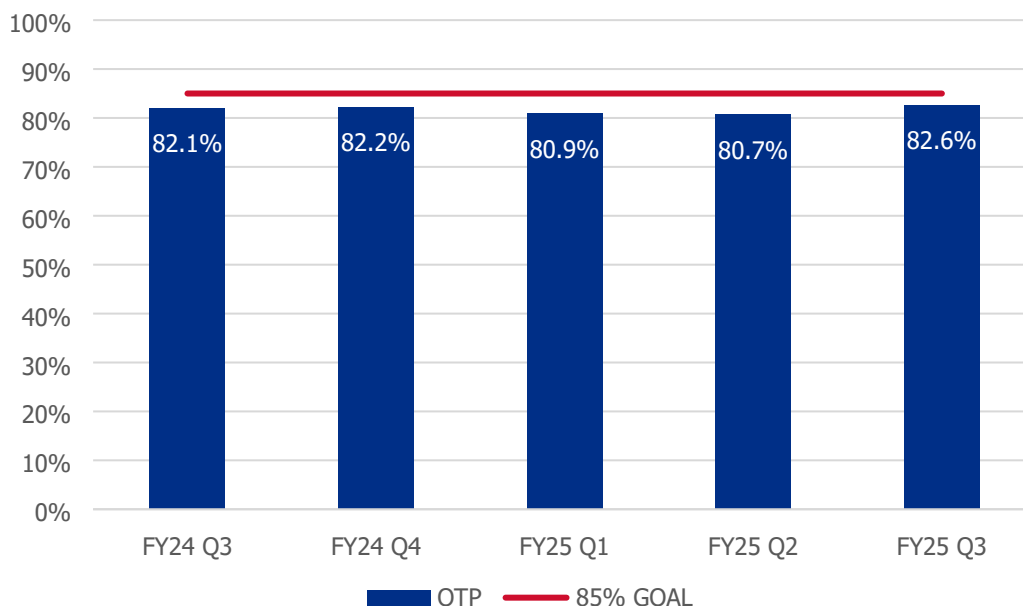
Service Category	FY25 Q3	FY24 Q3	%Δ
Boardings on Equity Priority Routes	1,958,196	1,836,156	6.6%
% of Total Boardings	73.9%	73.9%	-0.1%

On-Time-Performance

Average systemwide on-time performance (OTP) for FY25 Quarter 3 was below SamTrans' OTP goal of 85.0 percent at 82.6 percent (**Figure 2**); however, this represents a 0.7 percent increase from the same quarter in the previous year. OTP for the average weekday and average Saturday were below goal at 82.3 percent and 81.0 percent, respectively. The average Sunday and average holiday OTP were above goal at 86.3 percent and 89.3 percent, respectively. The average scheduled speed was 12.8 miles per hour, which is a 0.3 percent decrease compared to the previous year.

¹² Equity Priority Routes include 24, 25, 29, 30, 35, 37, 41, 46, 49, 62, 68, 79, 81, 120, 121, 122, 130, 138, 141, 142, 260, 270, 276, 280, 281, 294, 296, 296 Owl, ECR, ECR Owl, and SKY.

FIGURE 2. ON-TIME PERFORMANCE BY QUARTER

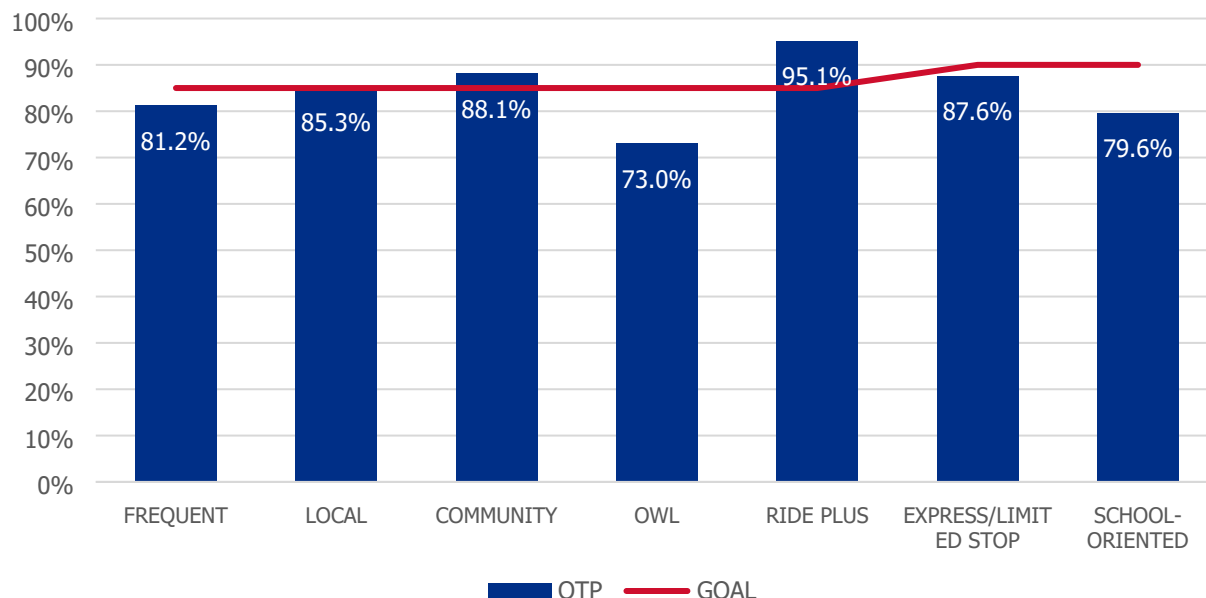


Broken down by fixed-route service category, Local and Community routes, plus Ride Plus¹³, are above the 85 percent OTP goal. Community routes had the highest average OTP at 88.1 percent. Owl routes had the lowest average OTP of 73.0 percent. Details are included in **Table 6** and **Figure 3**.

TABLE 6. ON-TIME PERFORMANCE BY SERVICE CATEGORY

Service Category	FY25 Q3	FY24 Q3	%Δ
Frequent	81.2%	82.5%	-1.6%
Local	85.3%	82.3%	3.6%
Community	88.1%	82.2%	7.1%
Owl	73.0%	80.3%	-9.1%
Ride Plus	95.1%	91.1%	4.4%
Express and Limited	87.6%	80.6%	8.7%
School-Oriented	79.6%	80.0%	-0.5%

¹³ Ride Plus is on time if a vehicle arrives up to five minutes from estimated pick-up time.

FIGURE 3. ON-TIME PERFORMANCE BY SERVICE CATEGORY

Note: Express and Limited and School-Oriented routes have a 90 percent OTP goal. The goal for all other categories is 85 percent.

Fares

In FY25 Quarter 3, total fixed route fare revenue was \$3,109,279, a 1.1 percent decrease from the previous year. Of the fares collected, 62.2 percent were Adult fares, 20.5 percent were Eligible Discount fares, and 17.4 percent were Youth fares. As for how passengers paid, 10.0 percent used one-way tickets (e.g., cash, free rides), 47.9 percent used Clipper, and 42.2 percent used a pass (e.g., day, month, Youth Unlimited). There is a decline in one-way fares and an increase in Clipper compared to last year due to SamTrans' active promotion of Clipper and Clipper-based programs, like Clipper START. Details are included in **Table 7** and **Table 8**.

TABLE 7. TOTAL FARES COLLECTED BY TYPE

Fare Type	FY25 Q3	FY24 Q3	%Δ
Adult	1,642,913	1,513,443	8.6%
Eligible Discount	540,670	527,730	2.5%
Youth	459,328	434,782	5.6%

TABLE 8. FARES BY PAYMENT METHOD

Payment Method	FY25 Q3	FY24 Q3	%Δ
One-Way Ticket	264,718	280,703	-5.7%
Clipper	1,270,092	1,158,134	9.7%
<i>Clipper START</i>	41,671	27,171	53.4%
Pass	1,118,949	1,037,118	7.9%

Notes: Free fares on Ride Plus were not integrated into the reporting system and therefore not included in this data.

Total operational cost in FY25 Quarter 3 was \$53,638,620, an 18.6 percent increase from the previous year due to the increased number of full-time operators needed to fully implement *Reimagine SamTrans*, higher wages following from the new Collective Bargaining Agreement (CBA), and increased fringe benefits rates. The cost per passenger was \$19.07, and the subsidy per passenger was \$17.89. Farebox recovery was 5.8 percent of operating costs, a 16.6 percent decrease compared to the previous year. Details are included in **Table 9**.

TABLE 9. OPERATING COSTS AND FAREBOX RECOVERY METRICS

Metric	FY25	FY24	%Δ
Farebox Revenue	\$3,109,279	\$3,142,660	-1.1%
Operational Costs	\$53,638,620	\$45,224,203	18.6%
Cost per Passenger	\$19.07	\$16.95	12.5%
Subsidy per Passenger	\$17.89	\$15.68	14.1%
Farebox Recovery Rate	5.8%	6.9%	-16.6%

Notes: Cost figures use both accrual and cash-based accounting methods depending on expenditure.

Operator Count

During FY25 Quarter 3, the District and Contracted Services¹⁴ employed a combined total of 478 full-time fixed route operators, a 6.9 percent increase compared to the previous year. The number of District operators increased by 3.1 percent. Of the total full-time fixed route operators, 69.9 percent were District operators, 23.4 percent were CUBS operators, and 6.7 percent were Coastsides operators. The District's goal, as part of delivery of *Reimagine SamTrans*, is to increase District operator head count to 348. In Quarter 3, the District was at 96.0 percent of its goal. For details, see **Table 10**.

TABLE 10. AVERAGE TOTAL OPERATORS

Operators	FY25 Q3	FY24 Q3	%Δ
Total	478	447	6.9%
District	334	324	3.1%
CUBS	112	98	14.3%
Coastside	32	25	28.0%

Note: Quarterly employment statistics were provided by the District's People and Culture team and MV Transportation for CUBS and Coastside services from the last week of the quarter.

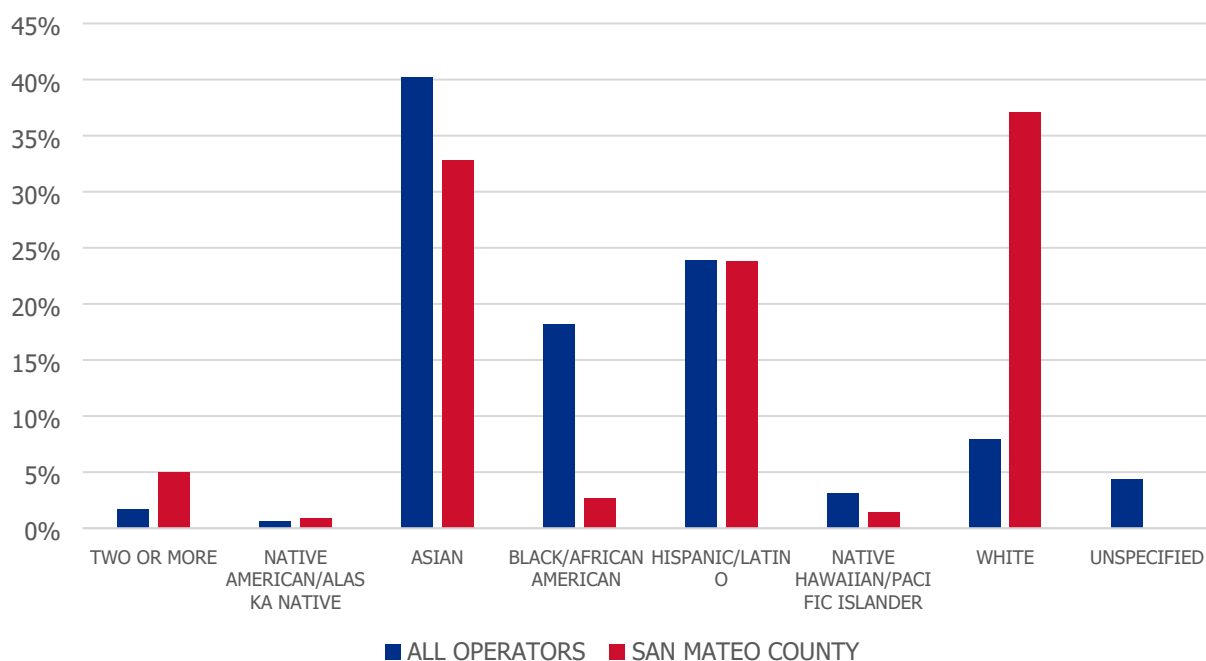
Of the District and Contracted Services operators, 13.8 percent identified as women and 86.2 percent identified as men. That is a 1.5 percent decrease in the number of women working as full-time operators year over year, and an 8.4 percent increase in the number of men. For race and ethnicity, 87.7 percent of operators identify as persons of color and/or Hispanic/Latino. Broken down, 40.2 percent identify as Asian, 23.8 percent identify as Hispanic/Latino, 18.2 percent identify as Black/African American, 1.7 percent identify as Two or More Races, 3.1 percent identify as Native Hawaiian/Pacific Islander, 0.6 percent identify as

¹⁴ Contracted Urban Bus Service (CUBS) and Coastside

American Indian/Alaska Native. There were 7.9 percent of operators that identified as White, and 4.4 percent preferred not to specify. See **Figure 4** for details on operator race and ethnicity.

The District monitors this data to see how closely the SamTrans operators' demographics reflect the demographics of San Mateo County. Compared to San Mateo County Census demographics, operators identifying as Asian, Black/African American, or Native Hawaiian/Pacific Islander are overrepresented, while those identifying as White or Two or More Races are underrepresented. Operators identify as Native American/Alaskan Native or Hispanic/Latino are at similar proportions of San Mateo County demographics.

FIGURE 4. OPERATORS BY RACE AND ETHNICITY



Note: Demographic statistics may add up to more than 100 percent because people may identify as one race and one ethnicity (e.g., Black/ African American and Hispanic).

Preventable Accidents

In FY25 Quarter 3, there were 61 preventable accidents, a 64.9 percent increase compared to the previous year. The goal is to have one or fewer preventable accidents per 100,000 miles; this quarter, SamTrans did not meet its goal with 2.4 accidents per 100,000 miles. Preventable accidents per 100,000 miles increased 52.6 percent when compared to the previous year. Details are included in **Table 11**.

TABLE 11. PREVENTABLE ACCIDENTS

	FY25 Q3	FY24 Q3	%Δ
Preventable Accidents	61	37	64.9%
District	46	22	109.1%
Contracted Services	15	15	0.0%
Accident Frequency Ratio (per 100,000 miles)	2.4	1.6	52.6%
District	2.5	1.4	84.0%
Contracted Services	2.2	2.1	4.7%

Note: Of total revenue miles, the District operates approximately 70 percent and MV Transportation provides 30 percent.

Service Calls

SamTrans had 110 service calls in FY25 Quarter 3, a 35.8 percent increase from the previous year. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans did not meet its goal with 1.1 service calls per 25,000 miles. For details, see **Table 12**.

TABLE 12. SERVICE CALLS

	FY25 Q3	FY24 Q3	%Δ
Service Calls	110	81	35.8%
District	68	48	41.7%
Contracted Services	42	33	27.3%
Service Call Frequency Ratio (per 25,000 miles)	1.1	0.9	24.6%
District	0.9	0.7	24.7%
Contracted Services	1.5	1.1	33.3%

Fleet in Operation

In FY25 Quarter 3, 324 buses were in operation. Approximately 83.0 percent were diesel, 7.7 percent were diesel-hybrid, 6.2 percent were battery electric, and 3.1 percent were hydrogen. For mileage operated by District buses, 86.6 percent were operated by diesel, 7.5 percent were operated by diesel-hybrid, 4.8 percent were operated by battery electric, and 1.0 percent were operated by hydrogen. For details, see **Table 13**.

TABLE 13. FLEET IN OPERATION

	FY25 Q3	FY24 Q3	%Δ
Total	324	314	3.2%
Diesel	269	272	-1.1%
Diesel-Hybrid	25	25	0.0%
Battery Electric	20	17	17.6%
Hydrogen Fuel Cell	10	0	--

Trips That Did Not Operate

In FY25 Quarter 3 there were 186 trips that did not operate (DNO). The goal is to have 20 or fewer DNOs per every 100,000 trips. This quarter, SamTrans did not meet its goal with 129.6 DNOs per 100,000 trips. During this time, the extraboard was lower than desired, and as a result there were a higher number of DNOs. Staff are readjusting the operator recruitment campaign to ensure SamTrans has the necessary workforce to deliver the service. For details, see **Table 14**.

TABLE 14. TRIPS THAT DID NOT OPERATE

	FY25 Q3	FY24 Q3	%Δ
DNOs	186	70	165.7%
District	181	67	170.1%
Contracted Services	5	3	66.7%
DNOs Frequency Ratio (per 100,000 trips)	129.6	58.1	123.0%
District	155.1	71.8	116.1%
Contracted Services	18.6	11.1	68.5%

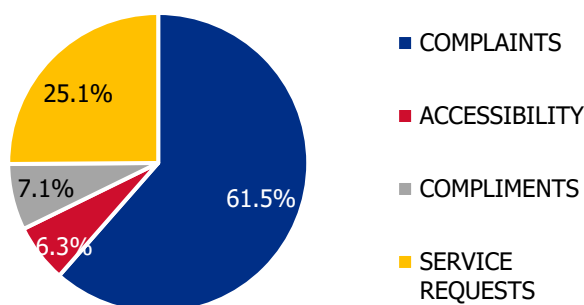
Customer Experience

In FY25 Quarter 3, SamTrans Customer Service received 462 public comments, which breaks down to 1.7 comments per 10,000 boardings. This is a 13.9 percent decrease from the same period in the previous year. Of the public comments, 61.5 percent were complaints, 6.3 percent were about accessibility, 7.1 percent were compliments, and 25.1 percent were service requests. Details can be seen in **Table 15** and **Figure 5**.

TABLE 15. CUSTOMER FEEDBACK DETAILS

	FY25 Q3	FY24 Q3	%Δ
Total	462	503	-8.2%
Complaints	284	274	3.6%
Accessibility	29	30	-3.3%
Compliments	33	48	-31.3%
Service Requests	116	151	-23.2%
Comments per 10,000 boardings	1.7	2.0	-13.9%

FIGURE 5. CUSTOMER FEEDBACK BY TYPE



Overall, the most common themes of public comments were operator feedback (29.0 percent), pass-up (12.6 percent), and bus stop/shelter (8.7 percent). See **Table 16** for a comparison to the previous year.

TABLE 16. MOST COMMON PUBLIC COMMENT THEMES

FY25 Q3			FY24 Q3		
Category	Comment Type	% of Total Comments	Category	Comment Type	% of Total Comments
Operator	Complaint	29.0%	Operator	Complaint	22.5%
Pass-Up	Complaint	12.6%	Pass-Up	Complaint	13.5%
Bus Stop/ Shelter	Service Request	8.7%	Bus Stop/ Shelter	Service Request	11.5%
Schedule Request	Service Request	8.4%	Late	Complaint	10.1%
No Show	Complaint	7.4%	Schedule Request	Service Request	8.5%

Most people continue to use phone and email to leave comments. 42.0 percent of comments were received by phone, 56.9 percent by email, 0.4 percent by comment card, 0.4 percent by letter, and 0.2 percent by walk-in. Details are included in **Table 17**.

TABLE 17. REPORTING METHOD

Method	FY25 Q3	FY24 Q3	%Δ
Phone	194	238	-18.5%
Email	263	260	1.2%
Comment Card	2	3	-33.3%
Letter	2	1	100.0%
Walk-In	1	1	0.0%

Data shown in this report is current as of May 12, 2025.

Prepared By: Emily Chen

Senior Planner, Operations Planning

650-551-6127



QUARTERLY DASHBOARD

January - March 2025 (FY25 Q3)

Item #9.a.6.
6/4/2025



RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview



2,650,303

Boardings (+6.7%¹)



74
Routes



1.7M
Revenue Miles

Service Categories

What types of service are available?

	Frequent 15-minute or better frequency, 7 days/week
	Local 30-minute or better frequency, 7 days/week
	Community 60-minute or better frequency, 5-7 days/week
	School-Oriented Routes aligned with school bell times, 5 days/week
	Express & Limited Stop Peak-only routes with few stops, 5 days/week
	Owl Overnight routes, 7 days/week
	Special Routes Unique purpose routes, 7 days/week

Revenue Hours

How much service is available?

	40%
	39%
	11%
	2%
	6%
	2%
	<1%

Avg Weekday Ridership

How many people ride?

	54%
	29%
	5%
	10%
	1%
	1%
	<1%

On-Time Performance²

How often is the bus on time?

	81%
	85%
	88%
	79%
	87%
	73%
	95%

85% Target

178.9K Total Revenue Hours

34.7K Systemwide Average

82.6% Systemwide Average

FARES

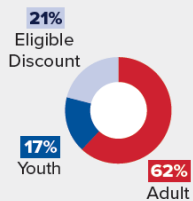
\$3.11M

Fare Revenue

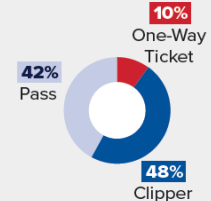
\$17.89

Subsidy Per Passenger

Fare Type



Payment Method



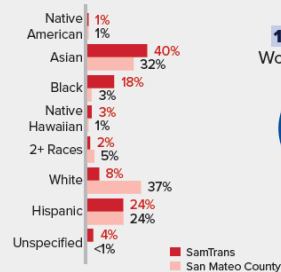
OPERATORS

478

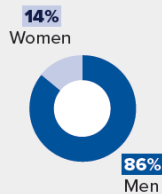
Average Number of Operators

334 SamTrans	112 CUB	32 Coastside
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Race & Ethnicity

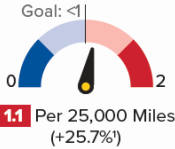


Gender



ENVIRONMENT & SAFETY

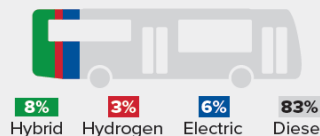
Service Calls



Preventable Accidents



Fleet in Operation



RIDER EXPERIENCE

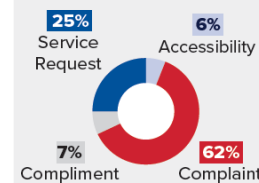
129.6

Trips Not Operated Per 100,000 Trips (+123%³)

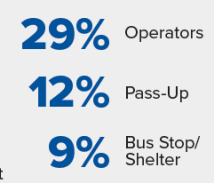
1.7

Comments Per 10,000 Boardings (-13.9%)

Comment Type



Trending Themes



Top 3 in FY24 Q3
Operators, Pass-Up and
Bus Stop/Shelter

¹ Percent change from the previous year (FY24 Q3).

² Buses are on-time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule

³ There were multiple days of unscheduled operator shift drops and lack of workforce availability.

Quarter 3 Dashboard (Jan-Mar) Highlights

RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview



2,650,303

Boardings (+6.7%¹)



74

Routes



1.7M

Revenue Miles

Ridership increased 6.7% YoY

Service Categories

What types of service are available?

15 min	Frequent 15-minute or better frequency, 7 days/week
30 min	Local 30-minute or better frequency, 7 days/week
60 min	Community 60-minute or better frequency, 5-7 days/week
→	School-Oriented Routes aligned with school bell times, 5 days/week
→	Express & Limited Stop Peak-only routes with few stops, 5 days/week
Night	Owl Overnight routes, 7 days/week
Special	Special Routes Unique purpose routes, 7 days/week

Revenue Hours

How much service is available?

15 min	40%
30 min	39%
60 min	11%
→	2%
→	6%
Night	2%
Special	<1%

178.9K

Total Revenue Hours

Avg Weekday Ridership

How many people ride?

15 min	54%
30 min	29%
60 min	5%
→	10%
→	1%
Night	1%
Special	<1%

34.7K

Systemwide Average

On-Time Performance²

How often is the bus on time?

15 min	81%	85% Target
30 min	85%	
60 min	88%	
→	79%	
→	87%	
Night	73%	
Special	95%	

82.6%

Systemwide Average

On-time performance increased 0.7% YoY

¹ Percent change from the previous year (FY25 Q3)

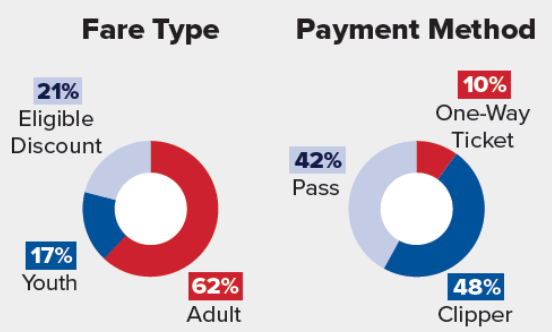
² Buses are on-time if they depart a timepoints within 59 seconds before schedule or 4 minutes and 59 seconds after schedule

Quarter 3 Dashboard (Jan-Mar) Highlights Continued

FARES

\$3.11M Fare Revenue

\$17.89 Subsidy Per Passenger

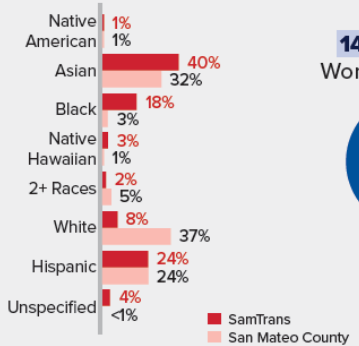


OPERATORS

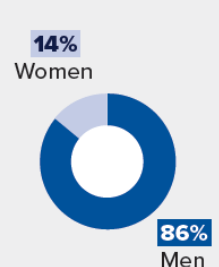
478 Average Number of Operators



Race & Ethnicity



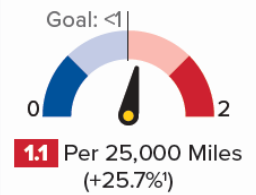
Gender



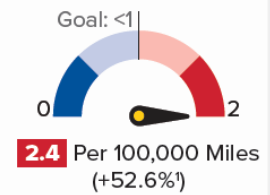
First hydrogen-powered SamTrans buses were put into service in February

ENVIRONMENT & SAFETY

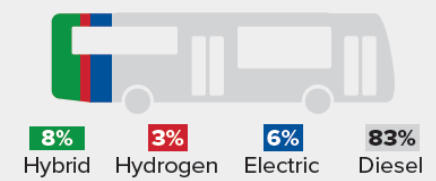
Service Calls



Preventable Accidents



Fleet in Operation



Comments per 10,000 boardings decreased 13.9% YoY

RIDER EXPERIENCE

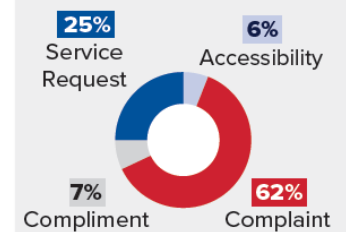
129.6

Trips Not Operated Per 100,000 Trips (+123%¹³)

1.7

Comments Per 10,000 Boardings (-13.9%)

Comment Type



Trending Themes

29% Operators

12% Pass-Up

9% Bus Stop/Shelter

Top 3 in FY24 Q3
Operators, Pass-Up and
Bus Stop/Shelter

¹ Percent change from the previous year (FY25 Q3)

² Buses are on-time if they depart a timepoints within 59 seconds before schedule or 4 minutes and 59 seconds after schedule

³ There were multiple days of unscheduled operator shift drops and lack of workforce availability.



Thank You!

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer,
Planning and Development David Olmeda, Chief Operating
Officer, Bus

Subject: **Monthly State of Service Report | April 2025**

Action

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

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 7.4 percent in April 2025 compared to April 2024. The total monthly ridership increased by 7.2 percent in April 2025 compared to April 2024.

Post-pandemic SamTrans total fixed-route bus ridership recovery in April 2025 reached **105.4 percent** of pre-pandemic total ridership in April 2019.

Ride Plus: Average weekday ridership was 132 trips, and total ridership was 3,543 trips. The average weekday ridership increased 33.1 percent compared to April 2024, and the total ridership increased 29.7 percent compared to April 2024. Staff attributes growth in Ride Plus usage to recent expanded marketing efforts and the introduction of a new and improved app for booking the service.

Of the total ridership, 73.3 percent of trips were taken in East Palo Alto/Belle Haven and 26.7 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: For April 2025, Youth Unlimited Pass usage increased 16.1 percent compared to April 2024.

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

- **Preventable Accidents** – There were 13 preventable accidents in April 2025 (11 from District and 2 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.5 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 39 service calls in April 2025 (17 from District and 22 from contracted services). The goal is to have one or fewer service calls

per every 25,000 miles. Fixed-route service did not meet its goal with 1.1 service calls per 25,000 miles.

- **On-Time-Performance (OTP)** – April 2025 systemwide OTP was 83.0 percent, which is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In April 2025, there were 19 DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Apr-23	Apr-24	Apr-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	29,597	32,949	35,225	6.9%	26,808	31,518	34,298	8.8%
Paratransit	689	747	759	1.6%	649	723	754	4.2%
Shuttles	1,888	1,587	1,874	18.1%	1,756	1,684	1,820	8.1%
Ride Plus		99	132	33.1%		109	114	4.4%
Total	32,174	35,382	37,990	7.4%	29,213	34,034	36,986	8.7%

SAMTRANS Total Ridership								
Mode	Apr-23	Apr-24	Apr-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	756,744	868,826	928,042	6.8%	6,967,305	8,261,391	8,979,618	8.7%
Paratransit	16,981	19,291	19,707	2.2%	165,665	185,281	192,551	3.9%
Shuttles	37,834	34,961	40,835	16.8%	364,620	349,552	378,271	8.2%
Ride Plus		2,731	3,543	29.7%		30,653	30,743	0.3%
Total	811,559	925,809	992,127	7.2%	7,497,590	8,826,877	9,581,183	8.5%

CALTRAIN Average Weekday Ridership								
Mode	Apr-23	Apr-24	Apr-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	18,620	23,122	35,374	53.0%	16,860	20,609	27,848	35.1%
CALTRAIN Total Ridership								
Mode	Apr-23	Apr-24	Apr-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	417,760	577,786	925,001	60.1%	4,146,622	4,981,728	7,085,813	42.2%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Apr-23	Apr-24	Apr-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	89	101	94	-6.9%	80	98	93	-5.2%
BART (San Mateo County)	17,432	17,713	19,729	11.4%	16,520	17,661	18,917	7.1%
OTHER MODES in San Mateo County Total Ridership								
Mode	Apr-23	Apr-24	Apr-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	1,781	2,211	2,059	-6.9%	17,010	20,627	19,599	-5.0%
BART (San Mateo County)	467,092	473,877	530,427	11.9%	4,475,076	4,754,274	5,021,318	5.6%

IMPORTANT NOTES:

Total row may not add up due to rounding.

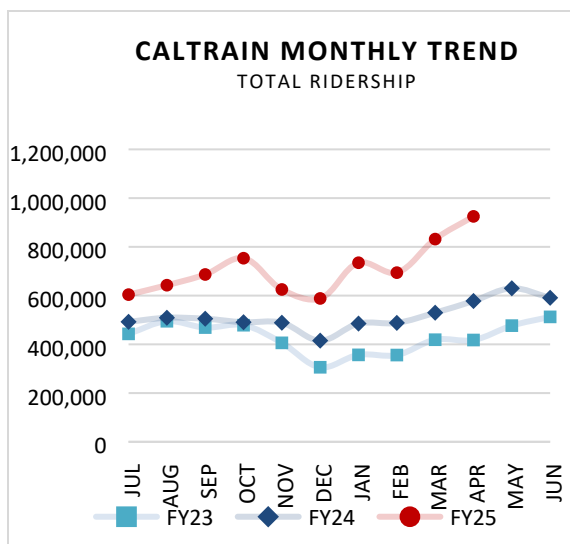
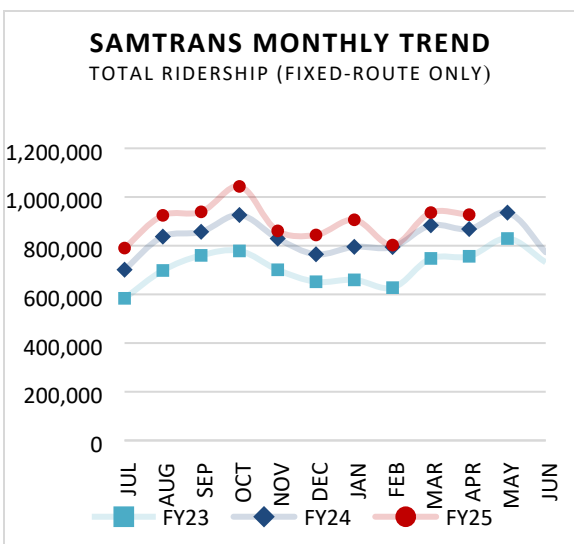
SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.

%Δ¹ indicates the percentage change for the month, current year to previous year.

%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Apr-23	Apr-24	Apr-25
Adult	463,056	537,053	581,407
Eligible Discount	167,853	184,462	193,242
Youth	125,564	146,956	152,805
--- Youth Unlimited Pass	60,037	79,666	92,531
Total	756,473	868,471	927,454

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	Apr-23	Apr-24	Apr-25
On-Time Performance	78.8%	82.6%	83.0%
Preventable Accidents	12	15	13
--- District	10	6	11
--- Contracted Services	2	9	2
Service Calls	24	32	39
--- District	18	21	17
--- Contracted Services	6	11	22
Trips Scheduled	36,447	41,188	48,880
Did Not Operate DNOs	5	6	19

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Apr-23	Apr-24	Apr-25
Total Ridership	--	2731	3,543
--- East Palo Alto Trips	--	1925	2,596
--- Half Moon Bay Trips	--	806	947
Active Users	--	330	315
New Registrations	--	148	69
Total Downloads	--	287	226
--- iOS Downloads	--	250	174
--- Android Downloads	--	37	52
Load Factor	--	1.3	1.2

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Apr-23	Apr-24	Apr-25
Revenue Hours (Sched.)	45,020	53,519	60,716
Revenue Miles (Sched.)	475,443	526,353	589,695
Total Fleet Miles (Actual)	699,639	782,126	858,398

PARATRANSIT Operations Key Performance Indicators			
KPI	Apr-23	Apr-24	Apr-25
On-Time Performance (RW)	90.7%	91.4%	87.1%
On-Time Performance (RC)	93.0%	93.0%	69.8%
Preventable Accidents (RW)	0	0	6
Preventable Accidents (RC)	1	0	0
Service Calls (RW)	4	3	6
Service Calls (RC)	0	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Apr-23	Apr-24	Apr-25
Revenue Miles (RW)	144,700	156,471	165,461
Revenue Miles (RC)	19,101	21,637	14,729
Fleet Miles (RW)	161,422	173,961	185,182
Fleet Miles (RC)	24,205	26,632	28,293

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 66,031 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 22,010 miles between Service Calls this month.

Ride Plus started in June 2023.

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

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

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

RW = Redi-Wheels
RC = RediCoast

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Bus	33,332	29,597	32,949	35,225	105.7%
Paratransit	1,151	689	747	759	65.9%
Shuttles	11,613	1,888	1,587	1,874	16.1%
Ride Plus	-	-	99	132	-
Total	46,096	32,174	35,382	37,990	82.4%

SAMTRANS Total Ridership					
Mode	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Bus	880,464	756,744	868,826	928,042	105.4%
Paratransit	28,896	16,981	19,291	19,707	68.2%
Shuttles	254,372	37,834	34,961	40,835	16.1%
Ride Plus	-	-	2,731	3,543	-
Total	1,163,732	811,559	925,809	992,127	85.3%

CALTRAIN Average Weekday Ridership					
Mode	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Caltrain	67,728	18,620	23,122	35,374	52.2%

CALTRAIN Total Ridership					
Mode	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Caltrain	1,593,266	417,760	577,786	925,001	58.1%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Dumbarton	131	89	101	94	71.8%
BART (San Mateo County)	45,641	17,432	17,713	19,729	43.2%

OTHER MODES in San Mateo County Total Ridership					
Mode	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Dumbarton	2,885	1,781	2,211	2,059	71.4%
BART (San Mateo County)	1,141,040	467,092	473,877	530,427	46.5%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Apr-19	Apr-23	Apr-24	Apr-25	% ³
Adult	448,611	463,056	537,053	581,407	129.6%
Youth	194,645	125,564	146,956	152,805	78.5%
Eligible Discount	236,947	167,853	184,462	193,242	81.6%
Total	880,203	756,473	868,471	927,454	105.4%

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

%³ indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership reached 105.7 percent of pre-pandemic levels (2019) for this month of April 2025.

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year

Dumbarton and demand-response service are excluded.

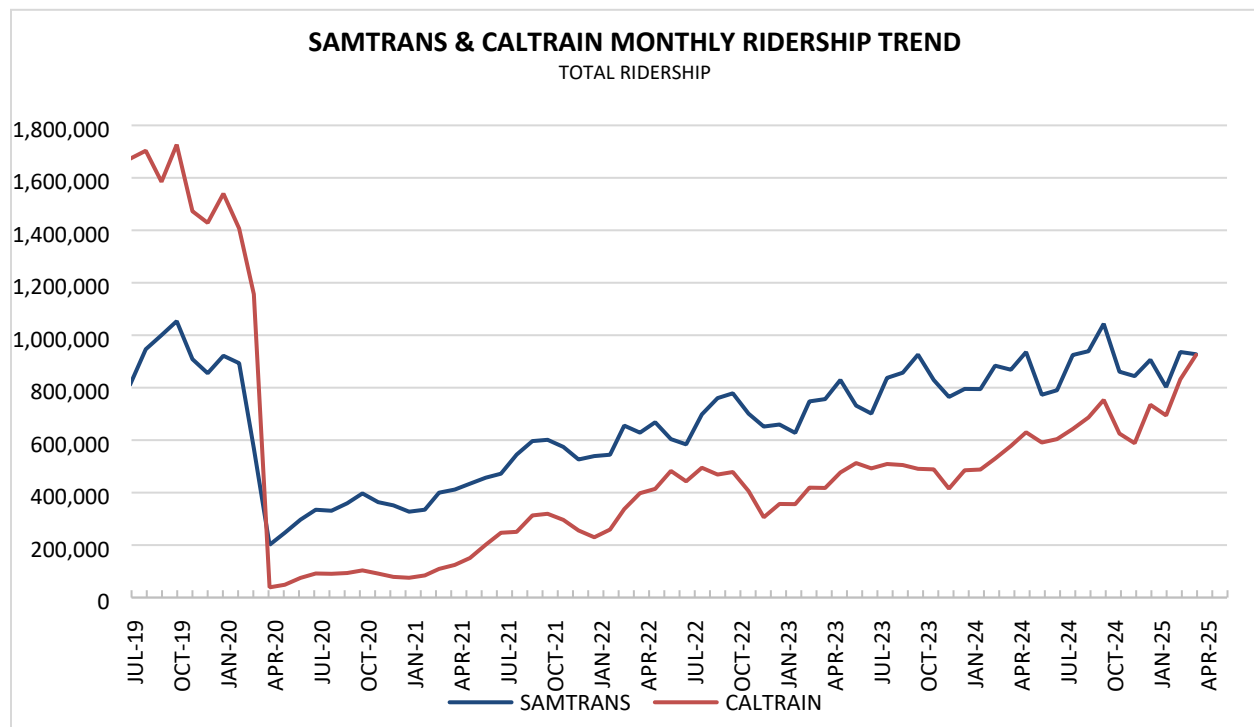
IMPORTANT NOTES:

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SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Apr-23	Apr-24	Apr-25
Complaints	82	99	110
Accessibility	10	10	11
Compliments	23	13	14
Service Requests	48	47	30
Reports Total	163	169	165

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

The total number of reports for SamTrans decreased 2.4% from 169 reports in April 2024 to 165 reports in April 2025..

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division's marketing and promotional efforts in April 2025.

SamTrans Monthly Press Releases and Earned Media

Article Mentions:

High-Speed Rail reaches "momentous milestone" - references transit agencies on the corridor.

- MSN
- Newsweek
- SFGATE

Santa Clara Valley Transportation Authority (VTA) Strike

- Mercury News
- East Bay Times

SamTrans budget

- San Mateo Daily Journal

All Aboard Bay Area Transit Day

- Metropolitan Transportation Commission (MTC)
- Hoodline

Role of San Mateo County Transportation Authority (TA) in San Mateo County

- San Mateo Daily Journal

Digital Communications Activities

Digital Marketing Report

- SamTrans honored the 2025 Operator of the Year & Bus Maintenance Employee of the Year at the April Board Meeting.
 - Posts went out showcasing the recipients receiving their award and a short bio on each of them.
- The Effortless Travel, Endless Possibilities campaign continued throughout April highlighting some of the new, improved service while still directing traffic to samtrans.com/effortless.
 - With April traditionally being the month for spring break, messaging for airport service, coastside service, and route EPX was pushed to encourage people to ride SamTrans for vacation activities.
- Recruitment messaging started for the SamTrans Citizens Advisory Committee.
- A teaser was posted at the end of April to notify followers of the All Aboard Bay Area Transit Day on May 6, 2025.

Other Digital Marketing Highlights

- Drive With Us Bus Operator Recruitment Campaign
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, Instagram (IG) photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

APRIL 2024	APRIL 2025	% Change
Impressions: 503,492	Impressions: 391,626	-22.2%
Engagements: 9,186	Engagements: 5,192	-43.5%
Post Link Clicks: 2,089	Post Link Clicks: 1,920	-8.1%

**Please note this does not include any web metrics*

Ride Plus Campaign

April Ride Plus Marketing Metrics

- Ride Plus web content views: 1,251 (695 in March)
 - 55 percent increase in web traffic
- Ride Plus Organic Social Impressions: 18,201 (22,505 in March)
- Paid Social Clicks: 1,840 (638 – HMB; 1,202 – EPA)
- YouTube Video Views: 157 (17 in March)
- Outreach Contacts (Charlsie Chang): 105
- Facebook Budget: \$800

Ride Plus Campaign

Bay Area Newsgroups Ad Network

Running digital ads on Bay Area new websites, social media, and other ad partners.

- SamTrans *Effortless Travel. Endless Possibilities.* (ETEP) Ads
- Impressions: 536,720
- Ad Clicks: 4,932
- April Spend: \$4,765.23

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Manager, Media Relations	650-508-7927

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of Service Report | Update for March 2025**

Action

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

Note

Due to unexpected turnover of contracted staff, data for Coastside fixed route, SamCoast, and RediCoast were not available in the initial report submission for the March 2025 Board of Directors meeting. This is an updated report that includes all data.

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 5.2 percent in March 2025 compared to March 2024. The total monthly ridership increased by 5.7 percent in March 2025 compared to March 2024.

Post-pandemic SamTrans total fixed-route bus ridership recovery in March 2025 reached 102.7 percent of pre-pandemic total bus ridership in March 2019. This is the first month in which SamTrans bus ridership exceeded pre-pandemic ridership levels.

Ride Plus: Average weekday ridership was 138 trips, and total ridership was 3,721 trips. The average weekday ridership increased 41.5 percent compared to March 2024, and the total ridership increased 38.0 percent compared to March 2024. Staff attributes growth in Ride Plus usage to recent expanded marketing efforts and the introduction of a new and improved app for booking the service.

Of the total ridership, 74.1 percent of trips were taken in East Palo Alto/Belle Haven and 25.9 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: For March 2025, Youth Unlimited Pass usage increased 15.3 percent compared to March 2024.

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

- **Preventable Accidents** – There were 25 preventable accidents in March 2025 (17 from District and 8 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.9 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 31 service calls in March 2025 (22 from District and 9 from contracted services). The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service met its goal with 0.9 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – March 2025 systemwide OTP was 82.2 percent, which is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In March 2025, there were 30 DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	27,392	33,672	35,522	5.5%	26,498	31,359	34,195	9.0%
Paratransit	667	766	772	0.8%	645	720	753	4.6%
Shuttles	1,877	1,837	1,845	0.4%	1,741	1,694	1,814	7.1%
Ride Plus		98	138	41.5%		110	112	1.6%
Total	29,936	36,373	38,277	5.2%	28,884	33,884	36,874	8.8%

SAMTRANS Total Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	747,908	884,107	936,604	5.9%	6,210,561	7,392,565	8,051,576	8.9%
Paratransit	17,795	19,612	19,727	0.6%	148,684	165,990	172,844	4.1%
Shuttles	42,717	38,049	38,701	1.7%	326,786	314,591	337,436	7.3%
Ride Plus		2,697	3,721	38.0%		27,922	27,200	-2.6%
Total	808,420	944,465	998,753	5.7%	6,686,031	7,901,068	8,589,056	8.7%

CALTRAIN Average Weekday Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	16,632	21,773	32,418	48.9%	16,664	20,329	27,012	32.9%

CALTRAIN Total Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	418,926	529,753	831,814	57.0%	3,728,862	4,403,942	6,160,812	39.9%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	89	97	94	-3.1%	79	97	92	-5.0%
BART (San Mateo County)	16,146	17,123	20,298	18.5%	16,419	17,655	18,827	6.6%

OTHER MODES in San Mateo County Total Ridership								
Mode	Mar-23	Mar-24	Mar-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	2,038	2,047	1,965	-4.0%	15,229	18,416	17,540	-4.8%
BART (San Mateo County)	449,192	461,104	509,822	10.6%	4,007,984	4,280,397	4,490,891	4.9%

IMPORTANT NOTES:

Total row may not add up due to rounding.

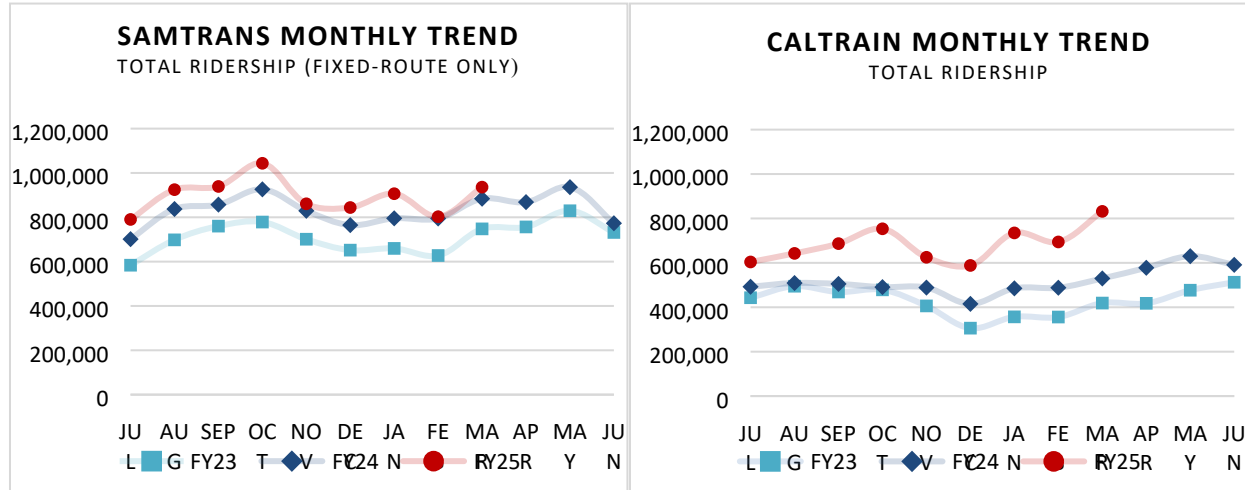
SamTrans (Bus) ridership includes Fixed-Route service, Coastsides 5311, and SamCoast.

Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

BART ridership in San Mateo County does not include Daly City BART Station.

%Δ¹ indicates the percentage change for the month, current year to previous year.

%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Mar-23	Mar-24	Mar-25
Adult	447,848	537,860	579,525
Eligible Discount	159,859	182,763	186,771
Youth	140,016	163,212	167,746
--- Youth Unlimited Pass	66,329	86,917	97,968
Total	747,723	883,835	934,042

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
On-Time Performance	78.0%	82.6%	82.2%
Preventable Accidents	26	19	25
--- District	13	12	17
--- Contracted Services	13	7	8
Service Calls	27	25	31
--- District	17	18	22
--- Contracted Services	10	7	9
Trips Scheduled	38,876	41,528	49,509
Did Not Operate DNOs	1	7	30

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 34,237 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 27,611 miles between Service Calls this month.

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
Total Ridership	--	2,697	3,721
--- East Palo Alto Trips	--	1,898	2,754
--- Half Moon Bay Trips	--	799	967
Active Users	--	313	316
New Registrations	--	130	80
Total Downloads	--	292	227
--- iOS Downloads	--	263	165
--- Android Downloads	--	29	62
Load Factor	--	1.2	1.2

Ride Plus started in June 2023.

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

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
Revenue Hours (Sched.)	47,495	54,477	61,913
Revenue Miles (Sched.)	504,641	533,153	598,666
Total Fleet Miles (Actual)	737,210	793,641	855,934

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

PARATRANSIT Operations Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
On-Time Performance (RW)	90.3%	88.4%	87.2%
On-Time Performance (RC)	93.9%	93.1%	85.1%
Preventable Accidents (RW)	3	6	0
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	1	5
Service Calls (RC)	0	3	4

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Mar-23	Mar-24	Mar-25
Revenue Miles (RW)	150,221	162,727	166,988
Revenue Miles (RC)	18,106	21,768	19,239
Fleet Miles (RW)	167,505	179,672	186,565
Fleet Miles (RC)	22,888	27,666	19,857

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Bus	35,930	27,392	33,672	35,522	98.9%
Paratransit	1,140	667	766	772	67.7%
Shuttles	12,370	1,877	1,837	1,845	14.9%
Ride Plus	-	-	98	138	-
Total	49,440	29,936	36,373	38,277	77.4%

SAMTRANS Total Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Bus	912,340	747,908	884,107	936,604	102.7%
Paratransit	28,360	17,795	19,612	19,727	69.6%
Shuttles	259,410	42,717	38,049	38,701	14.9%
Ride Plus	-	0	2,697	3,721	-
Total	1,200,110	808,420	944,465	998,753	83.2%

CALTRAIN Average Weekday Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Caltrain	65,060	16,632	21,773	32,418	49.8%

CALTRAIN Total Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Caltrain	1,487,890	418,926	529,753	831,814	55.9%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Dumbarton	125	89	97	94	75.2%
BART (San Mateo County)	45,010	16,146	17,123	20,298	45.1%

OTHER MODES in San Mateo County Total Ridership					
Mode	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Dumbarton	2,615	2,038	2,047	1,965	75.1%
BART (San Mateo County)	1,113,350	449,192	461,104	509,822	45.8%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Mar-19	Mar-23	Mar-24	Mar-25	% ³
Adult	453,135	447,848	537,860	579,525	127.9%
Youth	219,391	140,016	163,212	167,746	76.5%
Eligible Discount	236,786	159,859	182,763	186,771	78.9%
Total	909,312	747,723	883,835	934,042	102.7%

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

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership reached 98.9 percent of pre-pandemic levels (2019) for this month of March 2025.

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.

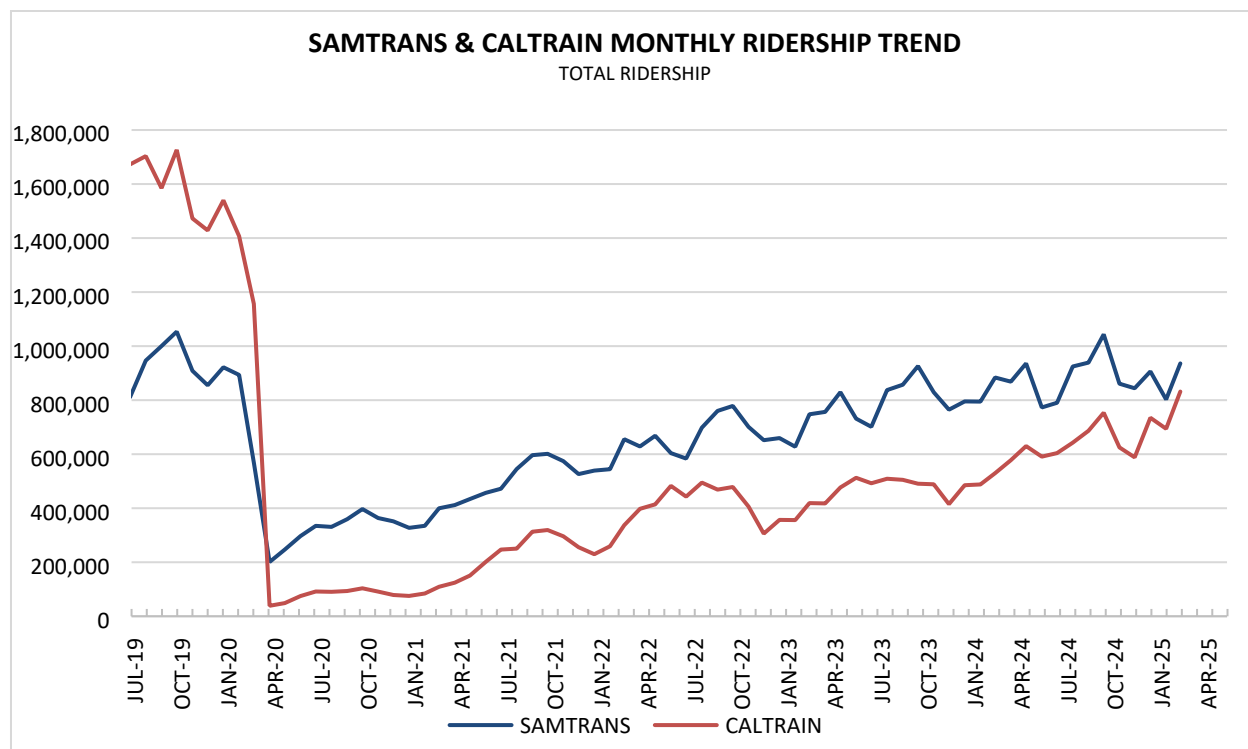
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BART ridership in San Mateo County does not include Daly City BART Station.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) | Customer Experience

KPI	Mar-23	Mar-24	Mar-25
Complaints	96	93	95
Accessibility	9	3	13
Compliments	29	11	9
Service Requests	51	38	61
Reports Total	185	145	178

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

The total number of reports for SamTrans increased 22.8% from 145 reports in March 2024 to 178 reports in March 2025.

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division's marketing and promotional efforts in March 2025.

SamTrans Monthly Press Releases & Earned Media

Press Releases and Blogs:

- The winning formula at SamTrans: How a bold refresh is driving growth

Article Mentions:

- Bay Area Rapid Transit (BART) fare gate funding
 - KRON
 - KCBS
 - Hoodline

- San Mateo Daily Journal
 - Coastside News
- Millbrae Headquarters
 - The Business Journals - “Real Estate Deal of the Year”
- Santa Clara Valley Transportation Authority (VTA) Strike
 - San Jose Mercury News
- Positive spotlight
 - California Public Employees’ Retirement System (CalPERS) - former employee Julie Taylor
- Regional transit measure
 - San Mateo Daily Journal
- Giants season begins
 - Mighty Travels - How to navigate Oracle Park

Digital Communications Activities

Digital Marketing Report

- In honor of Women’s History Month in March, SamTrans recognized the occasion by sharing content that highlighted our operators and staff through photos and video interviews.
- The post-Reimagine Effortless Travel, Endless Possibilities campaign continued with posts showcasing various aspects of our improved service, with a call to action directing traffic to samtrans.com/effortless.
 - Focused on promotion of college routes, Coastside services, and express routes
 - As part of this campaign, a new bus shelter ad was created and redesigned for use on our social platforms to summarize the changes
- Transit Employee Appreciation Day featured live coverage on our social channels, along with a public call to submit compliments for their favorite operators via our website. A follow-up gallery post was shared afterward.
- VTA experienced service disruptions due to labor negotiations—SamTrans shared messaging to notify riders if any of our services were affected.

Other Digital Marketing Highlights

- Drive With Us Bus Operator Recruitment Campaign
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign

Social Metrics: (Year to Year)

An impression is anytime our content (post, webpage, Instagram (IG) photo) is seen in a user's feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

MARCH 2024	MARCH 2025	% Change
Impressions: 558,360	Impressions: 182,827	-67.3%
Engagements: 5,502	Engagements: 11,621	111.2%
Post Link Clicks: 1,937	Post Link Clicks: 2,644	36.5%

**Please note this does not include any web metrics*

Marketing Activity Highlights

- We are finalizing both printed and digital assets for the new Effortless Travel, Endless Possibilities campaign highlighting post-Reimagine improvements; once complete we will begin the media flights.
- Filming multilingual stories is wrapping up. We are currently in the process of editing multilingual micro-stories to prepare for social media push.
- We will have all bus shelter ads fully installed with new route ads by the end of April with the majority already installed.

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Manager, Media Relations	650-508-7927



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Finance Committee Meeting Committee of the Whole

June 4, 2025 – 2:45 pm

or immediately following the Community Relations Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Brooks Esser (Chair), David J. Canepa, Rico E. Medina

- | | | |
|--------|--|--------|
| 9.b.1. | Call to Order | |
| 9.b.2. | Approval of Minutes of the Finance Committee Meeting of May 7, 2025 | Motion |
| 9.b.3. | Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor Joint Powers Board to Pay its Share of Furnishings, Information, Communications and Technology (IT) Infrastructure, and Other Costs of Relocating to the Millbrae Headquarters | Motion |
| 9.b.4. | Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively | Motion |
| 9.b.5. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Finance Committee Meeting / Committee of the Whole
DRAFT Minutes of May 7, 2025**

Members Present (In Person): D. Canepa, B. Esser (Chair)

Members Present (Via Teleconference): R. Medina

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, J. Gee, J. Powell, P. Ratto, J. Speier

Other Board Members Absent: M. Fraser

Staff Present: J. Brook, J. Cassman, A. Chan, C. Halls, K. Jordan Steiner, M. Tseng, S. van Hoften, K. Yin

8.b.1. Call to Order

Committee Chair Brooks Esser called the meeting to order at 3:57 pm.

8.b.2. Approval of Minutes of the Finance Committee Meeting of April 2, 2025

Motion/Second: Canepa/Powell

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

8.b.3. Awarding a Contract to K B M Office Equipment, Inc. DBA KBM-Hogue to Provide Furniture, Fixtures, Equipment, and Services for a Two-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Not-to-Exceed Amount of \$5,107,189.62

Kevin Yin, Director, Contracts and Procurement, provided the presentation, which included the following:

- Substantial completion at new facility
- Using cooperative purchasing contracts
- Reimbursement agreement with Joint Powers Board (JPB)/Caltrain regarding furniture, fixtures, equipment

Motion/Second: Ratto/Powell

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

8.b.4. Awarding a Contract to Kimley-Horn and Associates, Inc. for Dumbarton Busway Feasibility Study Services for a Total Not-to-Exceed Amount of \$1,970,858 for an 18-Month Base Term, with One Additional Option Term of up to 12 Months

Cassie Halls, Major Corridors Manager, Planning, and Kevin Yin, Director, Contracts and Procurement, provided the presentation, which included the following:

- Background on options to revive the Dumbarton Rail Corridor
- Regional rail not currently viable
- Busway from East Palo Alto to North Fair Oaks/Redwood City used by regional public bus service – design allows for future rail if desired
- Busway responsive to post-pandemic travel patterns
- 18-month study – develop vision for mobility on Dumbarton Corridor; emphasis on design for near and medium term
- Solicitation process received two proposals with only Kimley-Horn responsive

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

- Complex project including preliminary design work, protecting the future rail corridor, and quick-strike improvements; design phase projected to end 2028 with construction start after that
- Equity project and connectivity from East Palo Alto
- Concerns over project timeline, and asked staff to look at possible ways to shave some time off of the schedule
- Want to ensure residential awareness and understanding of all alternatives impacting communities, Union Pacific has trackage rights but not currently serving corridor

Public Comment

Roland commented on the project scope including a potential future station with an overpass for Caltrain tracks.

Adina Levin, Menlo Park, commented on SamTrans' community outreach in North Fair Oaks and East Palo Alto, and weekend service on the Dumbarton corridor and San Mateo-Hayward Bridge.

Motion/Second: Ratto/Chuang

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

8.b.5. Authorizing Execution of a Project Labor Agreement for Phase 1 of South Base Battery Electric Bus Charging Infrastructure Project

Joan Cassman, General Counsel, provided the presentation, which included the following:

- District moving ahead with zero-emission program
- Establishing a relationship with the District labor council and the trade unions
- Used to resolve disputes within union and between union and contractor

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

- Requested copy of the agreement
- Nor Cal Carpenters Union included

Motion contingent upon Board receiving copy of agreement/Second: Canepa/Ratto
Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: Fraser

8.b.6. Receive Quarterly Financial Report Fiscal Year 2025 Quarter 3 Results and Annual Outlook

Kate Jordan Steiner, Chief Financial Officer, provided the presentation, which included the following:

- Year-to-date deficit favorable to budget; sources unfavorable; uses favorable; increased financial risk due to economic uncertainty
- Fiscal Year (FY) 2025 year-end forecast – net position still in deficit; operating expenses projected to be two percent favorable to budget
- Fiscal discipline in future budgets needed due to sales tax volatility and uncertain status of federal and state funding

8.b.7. Receive Preliminary Fiscal Year 2026 and Fiscal Year 2027 Operating and Capital Budgets

Ms. Jordan Steiner provided the presentation, which included the following:

- Structural deficit starting FY27
- Preparation in FY26: no new positions, minimize discretionary expenses, fare analysis, revenue generation options
- Preparation in FY27 and beyond: evaluation staffing, fare adjustment, budget amendment base on FY26 fare analysis; new grant applications
- 74 percent of sources come from sales tax – vulnerable to economic downturn; project one percent increase over FY25
- Operating expenses increasing by three percent in FY27; labor is largest category followed by purchased transportation and contracted services
- Millbrae Gateway preliminary budget costs expected to stabilize after FY26
- No contribution from operating funds for capital sources in FY26
- Federal, state, regional/local funding potentially at risk
- Phase II capital budget amendment for August Board meeting

The Board Members had a discussion, and staff to provide further clarification in response to the comments and questions regarding defining two scenarios: no use of reserves and no deficit to understand impact to operations.

8.b.8. Adjourn – The meeting adjourned at 5:07 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Joshua Mello, Executive Officer, Planning & Development Joan Cassman, Legal Counsel

Subject: **Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor Joint Powers Board to Pay its Share of Furnishings, Information, Communications and Technology (IT) Infrastructure, and Other Costs of Relocating to the Millbrae Headquarters**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) authorize the General Manager/CEO, or designee, to execute a Reimbursement Agreement with the Peninsula Corridor Joint Powers Board (JPB) under which the JPB would cover its share of costs for the furniture, fixtures and equipment and related services (FF&E); information, communications and technology (IT) infrastructure; art work, and moving of the District's and JPB's headquarters to 166 N. Rollins Road, in the City of Millbrae, California (Millbrae HQ).

Significance

At the Board's May 2025 meeting, staff reported on plans to seek Board approval of a reimbursement agreement with the JPB for FF&E expenses and other costs associated with moving the JPB to the District's new Millbrae HQ concurrent with the District's relocation. Staff and Legal Counsel have successfully completed negotiation of the Reimbursement Agreement, and now recommend the Board authorize its execution.

In addition to the FF&E costs, which will be allocated based on actual purchases and services required by the JPB, the proposed agreement would provide for JPB contributions towards IT infrastructure costs based on square footage, art work for the JPB's office space based on actual cost, and moving costs based on employee headcount.

The JPB Board of Directors Finance Committee voted unanimously on May 19 to recommend authorizing execution of the reimbursement agreement. This recommendation is agendized for consideration by the full JPB Board of Directors on June 5, 2025.

Budget Impact

The proposed action is expected to be cost-neutral for the District. Staff estimates that the JPB will reimburse the District a total of approximately \$3.6 million under the agreement. Without the agreement, the District would de-scope anticipated or awarded contracts for purchases and work on the Millbrae HQ, or pursue cost-recovery through other means.

Background

In December 2024, the JPB Board of Directors voted to sublease a portion of the Millbrae HQ from the District. In the approved Term Sheet for the sublease, the JPB agreed to cover its share of costs for FF&E, moving services, and IT improvements and purchases associated with furnishing and moving into the JPB's subleased space.

Prepared By:	Shayna van Hoften	Legal Counsel	415-995-5580
	Kris McGee	Project Manager	408-590-6184
	Zhiming Fan	Director of Infrastructure	650-730-4696

Resolution No. 2025 –

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

*** * ***

**Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor
Joint Powers Board to Pay its Share of Furnishings, Information,
Communications and Technology (IT) Infrastructure, and Other Costs of
Relocating to the Millbrae Headquarters**

Whereas, the San Mateo County Transit District (District) has executed a lease-to-purchase agreement for the “Gateway at Millbrae Station” office building, located at 166 N. Rollins Road in Millbrae, California (Millbrae HQ); and

Whereas, the Peninsula Corridor Joint Powers Board (JPB) has agreed to sublease a portion of the Millbrae HQ from the District; and

Whereas, the District and JPB each will experience costs above and beyond those of building occupancy and tenant improvements, including costs to purchase furniture, fixtures and equipment and related services (FF&E); install information technology infrastructure and furnish IT equipment; purchase and install art work, and prepare for and move into the Millbrae HQ; and

Whereas, the parties have agreed that joint procurements for these goods and services is the most cost-effective way to proceed with a joint move; and

Whereas, in May 2025, the District Board of Directors awarded a contract to provide the FF&E for the Millbrae HQ, which includes the purchase and installation of FF&E for the JPB’s sublease premises; and

Whereas, staff and legal counsel from the District and JPB have successfully negotiated a Reimbursement Agreement, pursuant to which the JPB will reimburse the District for JPB’s share of the costs of FF&E, IT, art and moving costs; and

Whereas, staff recommends that the Board authorize the General Manager/CEO, or designee, to execute the Reimbursement Agreement as describe above.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or designee, to execute a Reimbursement Agreement for the Peninsula Corridor Joint Powers Board to pay its share of costs for furniture, fixtures and equipment and related services; information, communications and technology infrastructure; art work; and relocation to 166 N. Rollins Road in Millbrae, California

Regularly passed and adopted this 4th day of June, 2025, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively**

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) for the San Mateo County Transit District (District) adopt the Fiscal Year 2026 (FY26) and Fiscal Year 2027 (FY27) Operating Budgets in the amounts of \$323,717,266 and \$339,249,367, respectively, and the FY26 and FY27 Capital Budgets in the amounts of \$4,698,405 and \$5,704,151, respectively.

Staff will present the proposed budgets, further detailed in the following:

- Appendix: Operating Budget Line-Item and Capital Project Descriptions
- Attachment A: Proposed FY26 and FY27 Operating Budgets
- Attachment B: Proposed FY26 and FY27 Capital Budgets

Adoption of the proposed budgets also includes authorization for staff to take all actions necessary to apply for and receive funds included therein.

Significance

At the May 7, 2025 Board Meeting, staff presented the biennial Preliminary Budgets for FY26 and FY27. The Proposed Budgets reflects changes made since that time.

In response to the Board's comments in May, staff (a) conducted a comprehensive review of expenses to reduce reliance on diminishing prior years' surpluses; and (b) assessed tradeoffs for potential loss of federal American Disability Act (ADA) funds.

Review of Cost Reductions

Staff's effort to review operating uses resulted in a reduction amounting to approximately \$2.2 million in FY26 and \$2.7 million in FY27. These cost reductions were achieved primarily by:

- Deferring the hiring of specific vacant positions
- Targeting discretionary expenditures such as training, business travel, and professional services.

Paratransit Scenarios

The District currently receives approximately \$4.0 million American Disability Act (ADA) Operating Subsidy from the Federal Transit Administration (FTA) to support the Redi-Wheels paratransit service. While there has been no indication that this funding will be withheld in the next two fiscal years, the Board has requested contingency planning to address potential funding disruptions. In response, staff proposes the following options should the funding be reduced or revoked:

- a) assess service reductions, limiting coverage to within the required half-mile radius of fixed-route transit
- b) utilize prior years' surpluses as a short-term bridge, in the event funding is restored under a future federal administration
- c) further reduce non-paratransit operating budgets to preserve current countywide paratransit service
- d) evaluate other high-cost ancillary services (e.g., shuttles, Ride Plus) to identify potential savings through efficiency improvements that could help offset paratransit costs

FY26 and FY27 Operating Budgets (Changes from May Board):

Following the cost reduction review and the finalization of the shuttle program, total uses were reduced by \$0.9 million in FY26 and \$0.7 million in FY27. Revenue sources increased by \$3.5 million in FY26 and \$4.3 million in FY27, primarily due to the additional external funding from Commute.org and participating partners through the shuttle program. As a result, the FY26 projected surplus increased from \$0.5 million to \$4.9 million, and the FY27 projected deficit is reduced from \$9.4 million to \$4.4 million.

Operating Budget: Changes from the FY26 and FY27 Preliminary Operating Budgets Presented in May to the FY26 and FY27 Proposed Budgets Being Considered in June:

\$ in Millions	May Prelim FY26	June Proposed FY26	\$ Change	May Prelim FY27	June Proposed FY27	\$ Change
Total Sources	\$330.6	\$334.1	\$3.5	\$334.6	\$338.9	\$4.3
Total Uses	330.1	329.2	(0.9)	344.0	343.3	(0.7)
Projected Surplus / (Deficit)	0.5	4.9	4.4	(9.4)	(4.4)	5.0
Draw from Prior Years' Measure W	-	-	-	2.0	2.0	-
Draw from Prior Years' Surpluses	-	-	-	7.4	2.4	(5.0)
Adjusted Surplus / (Deficit)	\$0.5	\$4.9	\$4.4	\$0.0	\$0.0	\$0.0

Changes of Sources

Further refinement of projected sources increased estimates by \$3.5 million in FY26 and \$4.3 million in FY27 compared to the Preliminary Budget, driven by updated projections, refined assumptions, and finalization of plans for the District's shuttle program. Key changes include:

- Rental Income: a decrease of \$0.4 million in FY26, as Caltrain rent from the San Carlos Central Headquarters 1st floor will be recovered through the Indirect Cost Allocation Plan (ICAP).
- Employer Shuttle Funds: an increase of \$3.9 million in FY26 and \$4.3 million in FY27, reflecting participating partners' contributions for the extension of the shuttle program operations contract. The May Preliminary Budgets included a placeholder pending finalization of the associated contract extension. With the contract extension now finalized and included as a separate item for Board consideration at this June Board meeting, the proposed budget has been updated to reflect all sources and uses for the shuttle program accordingly.

Sources: Changes from the FY26 and FY27 Preliminary Operating Budgets Presented in May to the FY26 and FY27 Proposed Budgets Being Considered in June:

	May Prelim FY26	June Proposed FY26	\$ Change	May Prelim FY27	June Proposed FY27	\$ Change
\$ in Millions						
Passenger Fares	\$13.3	\$13.3	-	\$13.6	\$13.6	-
AIA Recovery	39.0	39.0	-	39.0	39.0	-
Investment Income	18.0	18.0	-	17.2	17.2	-
Others and Pass-Thru	17.4	20.9	3.5	15.7	20.0	4.3
All Sales Tax	242.9	242.9	-	249.1	249.1	-
Total Sources	\$330.6	\$334.1	\$3.5	\$334.6	\$338.9	\$4.3

Changes of Uses

Net reductions in use of funds total \$0.9 million in FY26 and \$0.7 million in FY27, driven by strengthening controls over discretionary spending and strategic labor savings. These reductions were partially offset by cost increases related to the shuttle contract extension.

Gross reductions amounted to approximately \$2.2 million in FY26 and \$2.7 million in FY27, primarily in discretionary spending, while preserving core operational service levels and reinforcing responsible financial stewardship. Key reductions include:

- Labor: a decrease of \$0.6 million in FY26 and \$1.0 million in FY27, resulting from detailed assessments of staffing resources and the decision to defer the hiring of specific vacant positions throughout all divisions, thereby reducing the budget for full time equivalents (FTEs) by 3.5 and 6.3 in FY26 and FY27, respectively.

- Various Non-labor: a reduction of \$1.2 million in FY26 and \$1.3 million in FY27, reflecting outcomes from the cost-reduction exercise focused on discretionary expenditures.
- Allocations & Contributions: updated the operating reserve requirement because of the decrease in total projected uses. Per the adopted Board policy, the reserve level must maintain a minimum of three months (25 percent) of the annual budgeted operating expenses.

These reductions were offset by increases to:

- Purchased Transportation: a net increase of \$1.1 million in FY26 and \$1.4 million in FY27
 - an increase of \$1.4 million in FY26 and \$1.7 million in FY27 to reflect the cost of the shuttle contract extension, replacing placeholder amounts from the May Preliminary Budget;
 - offset by \$0.3 million in reductions each year to the Contracted Urban Bus Service and Contracted American Disability Act Programs, in an effort to refine the budget estimates as part of the cost reduction effort, with no impact on service.
- Debt Service: an increase of \$0.2 million in FY27, resulting from updated bond structure assumptions for the purchase of the Millbrae Gateway headquarters.

Uses: Changes from the FY26 and FY27 Preliminary Operating Budgets Presented in May to the FY26 and FY27 Proposed Budgets Being Considered in June:

\$ in Millions	May Prelim FY26	June Proposed FY26	\$ Change	May Prelim FY27	June Proposed FY27	\$ Change
Operating Expenses	\$305.8	\$305.1	\$(0.7)	\$314.1	\$313.2	\$(0.9)
Labor	142.8	142.2	(0.6)	149.2	148.2	(1.0)
Purchased Transportation	65.1	66.2	1.1	67.7	69.1	1.4
Contracted Services	38.5	38.1	(0.4)	37.7	36.8	(0.9)
Materials and Supplies	15.2	15.0	(0.2)	15.7	15.5	(0.2)
Utilities	3.1	3.1	-	3.2	3.2	-
Insurance and Claims	17.7	17.7	-	18.4	18.4	-
Others, Managing Costs, Pass-Through	23.4	22.8	(0.6)	22.2	22.0	(0.2)
Non-Operating Expenses	24.3	24.1	(0.2)	29.9	30.1	0.2
Debt Service	18.6	18.6	-	25.8	26.0	0.2
Allocation & Contribution	5.7	5.5	(0.2)	4.1	4.1	-
Total Uses	\$330.1	\$329.2	\$(0.9)	\$344.0	\$343.3	\$(0.7)

FY26 and FY27 Proposed Operating Budgets

Total sources for the FY26 Proposed Budget are \$334.1 million, with total uses of \$329.2 million, resulting in a surplus of \$4.9 million. This reflects an increase of \$4.4 million from the FY26 Preliminary Surplus of \$0.5 million.

Total sources for the FY27 Proposed Budget are \$338.9 million, with total uses of \$343.3 million, resulting in a deficit of \$4.4 million. This represents an improvement of \$5.0 million from the FY27 Preliminary Deficit of \$9.4 million. Staff propose to draw from prior years' surpluses and unallocated Measure W funds to balance the FY27 Proposed Budget. While the FY27 Proposed Budget still relies on prior years' funding, the draw has been reduced by half compared to the May Preliminary Budget.

Proposed Operating Budgets

\$ in Millions	FY26 Proposed Budget	FY27 Proposed Budget
Total Sources	\$334.1	\$338.9
Total Uses	\$329.2	\$343.3
Projected Surplus / (Deficit)	\$4.9	(4.4)
Draw from Prior Years' Measure W	-	2.0
Draw from Prior Years' Surpluses	-	2.4
Adjusted Surplus / (Deficit)	\$4.9	\$0.0

Staff will continue refining the FY27 budget throughout FY26 to eliminate the need to draw from prior year savings. Efforts will focus on identifying potential new revenue sources and implementing additional cost reduction strategies. Several cost-saving and revenue enhancement initiatives are already in the pipeline:

Planned Strategies for FY26

- Conduct fare analysis
- Assess a variety of revenue generation options
- Assess service efficiency as part of the Reimagine SamTrans evaluation

Planned Strategies for FY27

- Continue to seek non-labor cost reductions
- Implement fare adjustment options based on the FY26 fare analysis
- Consider service refinements, including purchased transportation, based on the outcomes from the FY26 Reimagine SamTrans evaluation

Detailed descriptions of the operating line items are available for reference in the Appendix.

FY26 and FY27 Proposed Capital Budgets

The Proposed Budgets for Capital Projects are \$4.7 million in FY26 and \$5.7 million in FY27, developed from the prioritized list of projects identified in the draft Capital Improvement Plan (CIP).

Capital Categories	FY26 Proposed Budget	FY27 Proposed Budget
Revenue Vehicle Support	\$0.6	\$0.9
Non-Revenue Vehicle Support	1.2	0.7
Facilities / Construction	1.5	3.3
Safety and Security	0.6	-
Planning / Development	0.8	0.8
Total	\$4.7	\$5.7

FY26 and FY27 represent the first years in which the capital budgets do not include any allocation from FY26 or FY27 operating funds. Instead, capital investments will rely solely on external funding sources and use existing unallocated funds and prior years' surplus fund balances.

Capital Sources of Funds	FY26 Proposed Budget	FY27 Proposed Budget
STA – State of Good Repair	\$ -	\$1.1
District Sales Tax (Prior Years' Surpluses)	\$1.3	1.6
Measure W Sales Tax (Prior Years' Unallocated)	3.4	3.0
Total	\$4.7	\$5.7

The two-year capital budget is structured in two phases to align with the concurrent development of the budget and CIP. Phase I, reflected in the Proposed Budgets, focuses on core District priorities, maintaining District assets in a state of good repair, enhancing safety and security, and addressing critical facility improvements.

Staff will return in September with a budget amendment for Phase II of the capital budget process, following the anticipated CIP adoption in July. Phase II will incorporate additional capital investments, including the zero-emission bus transition, climate resilience initiatives such as sea level rise and shoreline erosion mitigation, and other major capital needs such as replacement of Building 200, modernization of information technology infrastructure and cybersecurity, and improvements to bus stops and operator restrooms.

This two-step process ensures the capital budget reflects the most current CIP priorities and funding allocations. As the CIP process matures and better synchronizes with future biennial budget cycles, this phased approach is not expected to be necessary.

Detailed descriptions of the capital projects are available for reference in Attachment B and the Appendix.

Prepared By:	Cleo Liao	Manager, Budgets	650-508-7756
	Emily Wei	Budget Analyst III	650-508-6230
	Melanie Hartanto	Budget Analyst III	650-508-6478

Appendix

The following section provides detailed descriptions of Sources of Funds broken down by line items as referenced in Attachment A.

Operating Revenue

Passenger Fares (line 2)

Passenger Fares include farebox receipts for both Motor Bus fixed route and Paratransit programs (also referred to as "Americans with Disabilities Act (ADA) Programs"). The FY26 and FY27 Proposed Budgets do not include any fare changes, as a fare analysis is scheduled for FY26. While recent years have shown higher percentage increases in fare revenue, this growth has largely been driven by ridership recovery following the COVID-19 pandemic and the implementation of Reimagine SamTrans. As the ridership approaches pre-pandemic levels, future growth is expected to normalize. The FY26 Proposed Budget assumes a 2.0 percent (%) increase from the FY25 Forecast, and the same 2.0% growth projected for FY27. Passenger Fares for the FY26 Proposed Budget are estimated at \$13.3 million (M) and the FY27 Proposed Budget is \$13.6M.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
2 Passenger Fares	\$ 12.7	\$ 13.0	\$ 13.3	\$ 0.3	2.0%	\$ 13.6	\$ 0.3	2.0%

Rental Income (line 3)

The District owns its headquarters building (also known as "Central") and parcels on the El Camino Real Corridor. Rental income reflects rents from tenants using available property space. The FY26 Proposed Budget assumes a 3% Consumer Price Index (CPI) increase on existing contracts. A formal lease agreement with Peninsula Corridor Joint Powers Board (JPB) is expected to begin generating revenue in FY27 and includes nine months of rent from JPB (first three months of FY27 are rent free), following the District's planned relocation to the new headquarters at Millbrae Gateway by the end of FY26. The FY26 Proposed Budget is \$1.9M, an increase of \$0.2M or 9.9% compared to the FY25 Forecast. The FY27 Proposed Budget is \$3.0M, which is higher by \$1.1M or 55.5% than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
3 Rental Income	\$ 2.5	\$ 1.8	\$ 1.9	\$ 0.2	9.9%	\$ 3.0	\$ 1.1	55.5%

Appendix

Dumbarton Rental Income (line 4)

This revenue reflects the rental income from retailers and office tenants located along the Dumbarton Right-of-Way, which is owned by the District. The FY26 Proposed Budget is \$1.0M, which is not significantly different than the FY25 Forecast. The FY27 Proposed Budget is \$1.1M, also is not significantly different than the FY26 Proposed Budget, reflecting stable lease activity and modest growth assumptions.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
4 Dumbarton Rental Income	\$ 1.0	\$ 1.0	\$ 1.0	\$ 0.0	2.8%	\$ 1.1	\$ 0.0	3.0%

Investment Interest Income (line 5)

The District's investable funds are managed per its approved government investment policy, under the Chief Financial Officer's oversight. Investment interest income for the FY26 Proposed Budget is \$18.0M, which is \$2.0M or 10.1% lower than the FY25 Forecast. The FY27 Proposed Budget is \$17.2M, which is \$0.7M or 4.2% lower than FY26. These reductions reflect a conservative outlook on interest rates as well as an anticipated decline in available fund balances, as the District draws down reserves to support key capital project delivery in the coming years.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
5 Investment Interest Income	\$ 20.4	\$ 20.0	\$ 18.0	\$ (2.0)	-10.1%	\$ 17.2	\$ (0.7)	-4.2%

Advertising Income (line 6)

Advertising income is derived from advertisements placed on bus exteriors. The current advertising contract is set to expire in December 2026. The FY26 Proposed Budget is \$0.8M, assuming the terms of the existing agreement. The FY27 Proposed Budget is \$0.7M, reflects a conservative estimate under the assumptions on a new contract with potential different terms and market conditions.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
6 Advertising Income	\$ 1.0	\$ 0.8	\$ 0.8	\$ 0.0	0.7%	\$ 0.7	\$ (0.1)	-11.0%

Appendix

Other Income (line 7)

Other Income includes a variety of revenue sources that support District operations that consists of the following:

1. Financial support from the San Francisco Airport for Owl late-night airport bus service;
2. Reimbursement from MV Transportation for the use of the Brewster Building located in Redwood City;
3. Parking Revenues from Colma Park and Ride;
4. Proceeds from the sale of District assets such as revenue vehicles, non-revenue vehicles, and paratransit vans;
5. Online store; and
6. ATU reimbursement for the mentorship program

Other Income for the FY26 and FY27 Proposed Budgets is \$0.4M which is \$0.4M or 49.8% lower than the FY25 Forecast. The FY25 Forecast includes a one-time refund from broker service related to the Millbrae Gateway headquarters. The FY24 Actual included a one-time \$22.4M JPB Right-of-Way repayment from City and County of San Francisco (CCSF), Santa Clara Valley Transportation Authority (VTA), and Metropolitan Transportation Commission (MTC), pursuant to the 2008 Real Property Ownership Agreement (RPOA) and a Memorandum of Understanding assigning certain rights from the District, as managing agency to JPB.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
7 Other Income	\$ 23.8	\$ 0.9	\$ 0.4	\$ (0.4)	-49.8%	\$ 0.4	\$ -	0.0%

Agency Indirect Administration Recovery (line 8)

Agency Indirect Administration (AIA) recovery for shared services provided by the District. In addition to providing policy direction and administration of SamTrans, the District is also the managing agency for JPB, San Mateo County Transportation Authority (TA), and San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA or JPA).

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
8 Agency Indirect Administration	\$ 39.7	\$ 38.7	\$ 39.0	\$ 0.3	0.9%	\$ 39.0	\$ -	0.0%

Operating Assistance

Prop A Sales Tax (line 11)

The District's original ½ cent sales tax was authorized by San Mateo County voters at the November 1974 election when the Measure to form the San Mateo County Transit District was approved. Pursuant to this authority, the District's Board of Directors acted to impose the sales tax in 1981. These funds have been collected since July 1, 1982, and provide operating revenues to cover the annual shortfall in operating revenues, local match for federal operating grants, capital programs and debt service.

Appendix

The FY26 Proposed Budget is \$114.9M, an increase of \$1.2M or 1.0% over the FY25 Forecast. This reflects a slower economic environment with lower inflation expectations and improving consumer confidence. The FY27 Proposed Budget is \$118.9M, an increase of \$4.0M or 3.5% compared to FY26, anticipating continued recovery and moderate growth. Projections are developed conservatively considering ongoing economic uncertainty.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
11 Prop A Sales Tax	\$ 115.6	\$ 113.7	\$ 114.9	\$ 1.2	1.0%	\$ 118.9	\$ 4.0	3.5%

Measure W Sales Tax (line 12)

The District's Measure W, approved by county voters in November 2018, authorized a ½ cent sales tax for a 30-year term, to be collected starting July 1, 2019, through June 30, 2049. Though the District Prop A and Measure W each are ½-cent sales taxes, one-half of the Measure W revenues flow directly to the TA for administration in accordance with the Measure W Congestion Relief Plan, without appearing in District revenues or expenses. The District's share of Measure W funding is designated for eligible operating expenses in accordance with the Measure W Congestion Relief Plan. These include school-related services, Reimagine SamTrans initiatives, Paratransit services, and other eligible operating projects that support mobility, equity and service enhancement across the county.

The assumption for the Measure W Sales Tax Proposed Budgets for FY26 and FY27 are aligned with the Prop A Sales Tax mentioned above. The FY26 Proposed Budget is \$57.4M, an increase of \$0.6M or 1.0% over the FY25 Forecast. The FY27 Proposed Budget is \$59.4M, an increase of \$2.0M or 3.5% compared to FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
12 Measure W Sales Tax	\$ 57.7	\$ 56.8	\$ 57.4	\$ 0.6	1.0%	\$ 59.4	\$ 2.0	3.5%

Appendix

Transportation Development Act (TDA) Transit Fund (line 13)

Transportation Development Act (TDA) funds are derived from a ¼ cent general sales tax collected statewide for the improvement of public transportation services. Allocations made by the Metropolitan Transportation Commission (MTC) are based on a population-based formula.

The FY26 and FY27 Proposed Budgets are based on MTC's February 2025 estimates. The FY26 Proposed Budget is \$51.8M, a decrease of \$4.0M or 7.2% from the FY25 Forecast, reflecting a 5% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Proposed Budget remains flat at the FY26 level. Any material changes will be incorporated into a budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
13 Transportation Development Act (TDA) Transit Fund	\$ 53.6	\$ 55.8	\$ 51.8	\$ (4.0)	-7.2%	\$ 51.8	\$ -	0.0%

State Transit Assistance (STA) (line 14)

State Transit Assistance (STA) funds are derived from a tax on diesel fuel and are allocated based on the availability of funds for eligible transit operators. The MTC apportions these funds based on two formulas: a Revenue Based Formula and a Population Based Formula.

The FY26 and FY27 Proposed Budgets are based on MTC's February 2025 estimates. The FY26 Proposed Budget is \$9.3M, a decrease of \$3.4M or 26.8% from the FY25 Forecast, reflecting a 13% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Proposed Budget remains flat at the FY26 level. Any material changes will be incorporated into a budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
14 State Transit Assistance (STA)	\$ 11.4	\$ 12.7	\$ 9.3	\$ (3.4)	-26.8%	\$ 9.3	\$ -	0.0%

Operating Grants (line 15)

Operating grants include federal, state and regional/local funding sources that support the District's operating activities. These revenues vary from year-to-year based on funding availability, project eligibility and policy priorities. Typical sources include Regional Measure 2 bridge-toll revenue, STA lifeline funds and other discretionary grants. The FY26 Proposed Budget includes Federal Transit Administration (FTA) funding for two key planning initiatives: the Grand Boulevard Initiative Action Plan, and the El Camino Real Mid-County Transit and Multimodal Plan. It is important to note that certain federal funding sources may be at risk due to potential changes in federal policies and appropriations.

Appendix

The FY26 Proposed Budget is \$3.0M, an increase of \$1.9M or 182.1% from the FY25 Forecast. The FY27 Proposed Budget is \$2.0M, a decrease of \$1.0M or 33.9% compared to FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
15 Operating Grants	\$ 0.8	\$ 1.1	\$ 3.0	\$ 1.9	182.1%	\$ 2.0	\$ (1.0)	-33.9%

American Disabilities Act (ADA) Operating Assistance

Transportation Development Act (TDA) 4.5 Redi-Wheels (line 18)

TDA revenues have traditionally funded a substantial portion of the motor bus operations, and a portion is allocated to community and paratransit agencies.

The FY26 and FY27 Proposed Budgets are based on MTC's February 2025 estimates. The FY26 Proposed Budget is \$2.7M, a decrease of \$0.2M or 8.0% from the FY25 Forecast, reflecting a 5% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Proposed Budget remains flat at the FY26 level. Any material changes will be incorporated into a budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
18 Transportation Development Act (TDA) 4.5 Redi-Wheels	\$ 2.8	\$ 3.0	\$ 2.7	\$ (0.2)	-8.0%	\$ 2.7	\$ -	0.0%

State Transit Assistance (STA) - Paratransit (line 19)

The FY26 and FY27 Proposed Budgets are based on MTC's February 2025 estimates. The FY26 Proposed Budget is \$1.0M, a decrease of \$0.2M or 13.7% from the FY25 Forecast, reflecting a 13% reduction in MTC's estimated allocation relative to FY25 levels and exclusion of the one-time prior year carryforward included in the FY25 Forecast. The FY27 Proposed Budget remains flat at the FY26 level. Any material changes will be incorporated into a budget amendment dependent on further MTC estimates.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
19 State Transit Assistance (STA) - Paratransit	\$ 1.1	\$ 1.2	\$ 1.0	\$ (0.2)	-13.7%	\$ 1.0	\$ -	0.0%

Appendix

San Mateo County Transportation Authority (TA) Measure A Redi-Wheels (line 20)

The voters of San Mateo County approved a ballot measure known as Measure A and approved a ½ cent sales tax to fund local transportation projects. In accordance with the voters approved Measure A Transportation Expenditure Plan, the TA contributes 4% of its Measure A sales tax revenues to projects assisting people with special mobility needs. The FY26 Proposed Budget is \$4.6M and the FY27 Proposed Budget is \$4.8M, consistent with the sales tax projections associated with both Prop A and Measure W mentioned above.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
20 SMCTA Measure A Redi-Wheels	\$ 4.7	\$ 4.5	\$ 4.6	\$ 0.0	1.0%	\$ 4.8	\$ 0.2	3.5%

Measure M – Paratransit (line 21)

Measure M funding is from a San Mateo County \$10 motor vehicle registration fee for congestion and pollution mitigation. These funds are used for expenditures relating to paratransit operations, services for seniors and veteran mobility programs. The District is expected to receive an annual amount of \$1.2M in FY26, consistent with the current five-year agreement with the City/County Association of Governments of San Mateo County (C/CAG). The FY27 Proposed Budget assumes continued funding at the same level, pending a new five-year agreement with C/CAG.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
21 Measure M Paratransit	\$ 1.2	\$ 1.2	\$ 1.2	\$ -	0.0%	\$ 1.2	\$ -	0.0%

Operating Grants – American Disabilities Act (line 22)

This line includes operating grant for the FTA ADA Operating Subsidy, which supports the Redi-Wheels services. The subsidy is requested annually through the MTC Transit Capital Priorities (TCP) process. While there has been no indication that this funding will be withheld, it may be at risk due to current federal administration priorities. The FY26 Proposed Budget is \$3.8M and the FY27 Proposed Budget is \$3.9M.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
22 Operating Grants - American Disabilities Act	\$ 2.7	\$ 3.7	\$ 3.8	\$ 0.1	2.0%	\$ 3.9	\$ 0.1	2.5%

Appendix

Multi-Modal Transit Program Operating Assistance

Employer SamTrans Shuttle Funds (line 25)

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 FY26 Proposed Budget is \$8.6M, which is \$4.0M or 86.7% higher than the FY25 Forecast. The FY27 Proposed Budget is \$8.9M, which is not significantly different than FY26. These proposed budgets account for a two-year extension of the Shuttle contract, maintaining the current service level and cost-sharing arraignments. While Commute.org and participating partners cover the base contract, certain expenses such as vendor incentives specified in the contract are not covered and will instead be funded by District Sales Tax, approximately \$0.3M per fiscal year.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
25 Employer SamTrans Shuttle Funds	\$ 4.5	\$ 4.6	\$ 8.6	\$ 4.0	86.7%	\$ 8.9	\$ 0.3	4.0%

Pass-Through to Other Agencies (line 28)

Pass-Through funding reflects funding for local jurisdictions in support of city-operated shuttle and transportation programs. The FY25 Forecast represents the first year of a two-year agreement under Lifeline Transportation Programs Cycle 7, administered in partnership with C/CAG. Funded projects include:

- City of Daly City's Bayshore Shuttle
- City of East Palo Alto's East Bayshore Pedestrian and Cyclist Improvements
- City of Menlo Park's Crosstown Shuttle
- City of Menlo Park's Shopper Shuttle
- City of San Mateo's Get Around Senior Program
- City of South San Francisco's Free South San Francisco Outreach Enhancement Project
- County of San Mateo's North Fair Oaks Community Connections Projects

The FY26 Proposed Budget is \$1.4M, representing the second year of Cycle 7. The FY27 Proposed Budget assumes no new funding, pending the announcement of Cycle 8 or subsequent funding rounds. There are corresponding expenses in Line 81.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
28 Pass-Through to Other Agencies	\$ -	\$ 1.4	\$ 1.4	\$ 0.0	0.0%	\$ -	\$ (1.4)	-100.0%

Appendix

The following section provides detailed descriptions of Uses of Funds broken down by line items as referenced in Attachment A.

Labor

Wages and Benefits (line 33)

Wages and benefits are calculated based on the approved Salary Ordinance positions, current salary levels and assumes a vacancy rate savings. The key assumptions for the FY26 and FY27 Proposed Budgets are as follows:

- FY26 includes a 3.5% universal wage increase for non-represented employees and a 3.5% universal wage increase with equity adjustment for represented employees based on the District's current collective bargaining agreement which expires June 30, 2028.
- FY27 includes a 3.5% universal wage increase for all non-represented and represented employees.
- The FY26 and FY27 Proposed Budgets include 350 Bus Operator positions based on the approved Salary Ordinance 110 to deliver the Reimagine SamTrans service plan.
- Fringe benefit costs are projected to increase over the two years due to contractual increases.
- Fringe benefit costs are applied to actual staff wages as a rate.
- The District aggregates all estimated annual fringe benefit costs (payroll taxes; pension contributions; medical, dental and vision premiums; life insurance, long-term disability unemployment contributions and paid time off) and then divides that amount by the total projected wages for the upcoming year to arrive at a fringe benefit rate. These costs are then shared with JPB, TA and JPA.

Below is a summary of Full-Time Equivalents (FTEs) for FY26 and FY27. There are no new positions assumed for FY26 and FY27.

	FY26 FTEs									FY27 FTEs								
	Bus	Comm	Exec	Finance	IT	PCG	Planning	Safety	Total	Bus	Comm	Exec	Finance	IT	PCG	Planning	Safety	Total
Represented																		
Bus Operators (Full & Part-time) *	350.0								350.0	350.0								350.0
Bus Operator Mentor Coordinator	0.8								0.8	1.0								1.0
Mechanics	63.4								63.4	63.4								63.4
Storekeepers	7.0								7.0	7.0								7.0
Utility Workers	31.0								31.0	31.0								31.0
Customer Service Reps		6.7							6.7		6.7							6.7
Receptionist		0.6							0.6		0.6							0.6
Bus Transportation Supervisors	16.0								16.0	16.0								16.0
Dispatch	8.0								8.0	8.0								8.0
Radio Controller	3.0								3.0	3.0								3.0
Bus Contract Inspector	3.0								3.0	3.0								3.0
Transit Instructors	10.0								10.0	10.0								10.0
Maintenance Instructors	2.9								2.9	2.9								2.9
Maintenance Supervisors	6.8								6.8	6.8								6.8
Utility Maintenance Supervisors	2.0								2.0	2.0								2.0
Facilities Technician	6.0								6.0	6.0								6.0
Existing Represented Operating FTEs	509.8	7.3	-	-	-	-	-	-	517.0	510.0	7.3	-	-	-	-	-	-	517.3
Existing Non-Represented Operating FTEs	59.8	21.4	4.6	47.0	46.9	30.5	19.4	7.4	236.9	59.8	21.6	4.6	48.6	48.6	30.8	19.6	7.4	240.9
Total Operating FTEs	569.5	28.7	4.6	47.0	46.9	30.5	19.4	7.4	753.9	569.8	28.9	4.6	48.6	48.6	30.8	19.6	7.4	758.2
Existing Capital FTEs	11.6	0.9		8.4		0.8	1.8		23.5	12.3	1.0		8.8		0.8	1.8		24.5
Total Capital FTEs	11.6	0.9	-	8.4	-	0.8	1.8	-	23.5	12.3	1.0	-	8.8	-	0.8	1.8	-	24.5
Total FTEs	581.1	29.7	4.6	55.4	46.9	31.3	21.2	7.4	777.4	582.0	29.8	4.6	57.4	48.6	31.5	21.4	7.4	782.7

* For budgeting purposes, the wages and benefits budget account for Bus Operator leave of absences and vacancies, resulting in a total of 322 budgeted FTEs.

Appendix

The FY26 Proposed Budget is \$130.4M, an increase of \$3.9M or 3.1% compared to the FY25 Forecast. The FY27 Proposed Budget is \$136.4M, an increase of \$6.0M or 4.6% than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
33 Wages & Benefits	\$ 111.0	\$ 126.6	\$ 130.4	\$ 3.9	3.1%	\$ 136.4	\$ 6.0	4.6%

Board of Directors (line 34)

The FY26 and FY27 Proposed Budgets are \$0.3M annually for Board of Directors expenses, which covers Board member compensation and benefits, travel, and related expenses. This represents an increase of \$0.2M or 186.3% compared to the FY25 Forecast. The increase is primarily due to the new District policy allocating \$10,000 per Board member for conference, training and travel. Additionally, costs associated with the Hyland/OnBase board agenda platform and Pen Media's services have been transferred to the Board of Directors budget from Professional Services (Line 46).

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
34 Board of Directors	\$ 0.2	\$ 0.1	\$ 0.3	\$ 0.2	186.3%	\$ 0.3	\$ 0.0	0.4%

Indirect Administrative and Overhead Costs – Labor (line 35)

The Indirect Administrative and Overhead Costs represent a pool of costs that cannot be directly attributed to a specific agency but are necessary to support shared services across all agencies managed or supported by the District. To ensure equitable distribution, the District engaged an external consulting firm with expertise in government cost allocation to develop the Indirect Cost Allocation Plan (ICAP) methodology.

The ICAP is prepared in accordance with the principles and guidelines set forth in the Office of Management and Budget (OMB) Circular A-87 "Cost Principles for State, Local and Indian Tribal Governments" and ASMB C-10 "Cost Principles and Procedures for Developing Cost Allocation Plans and Indirect Cost Rates for Agreements with the Federal Government." This consists of labor and non-labor support functions that benefit the District, JPB, TA, and JPA.

Examples of AIA costs include shared administrative support, such as the time charged by the Payroll Department to process the biweekly payroll or the time charged by the Human Resource Department to handle recruitments and hiring process. Based on specific statistics, these costs are distributed to each department. The District initially incurs all the AIA costs and then recovers appropriate portions from each supported agency (Line 8).

Appendix

This line item represents the labor portion of the AIA costs allocated to the District with a placeholder of \$11.5M included in both the FY26 and FY27 Proposed Budgets, pending finalization of the ICAP plan. A budget amendment may be brought forward once the FY27 ICAP has been completed which is estimated to be in spring of 2026.

		FY24		FY25		FY26	FY26 vs FY25	FY26 vs FY25		FY27	FY27 vs FY26	FY27 vs FY26
\$ In Millions		ACTUAL		FORECAST		PROPOSED BUDGET	\$ CHANGE	% CHANGE		PROPOSED BUDGET	\$ CHANGE	% CHANGE
35 Indirect Admin and Overhead Costs - Labor	\$	11.2	\$	13.3	\$	11.5	\$(1.8)	-13.3%	\$	11.5	\$-	0.0%

Purchased Transportation

Contracted Urban Bus (CUB) (line 38)

This line covers costs associated with the CUB service, Microtransit on-demand service, Coastside services and SamCoast services. The FY26 Proposed Budget is \$37.8M, an increase of \$1.7M or 4.6% compared to the FY25 Forecast. The FY27 Proposed Budget is \$39.5M, an increase of \$1.8M or 4.7% than FY26. The overall increase is driven by contractual increases and modest ridership growth.

		FY24		FY25		FY26	FY26 vs FY25	FY26 vs FY25		FY27	FY27 vs FY26	FY27 vs FY26
\$ In Millions		ACTUAL		FORECAST		PROPOSED BUDGET	\$ CHANGE	% CHANGE		PROPOSED BUDGET	\$ CHANGE	% CHANGE
Contracted Urban Bus Service	\$	25.1	\$	29.3	\$	30.4	\$1.1	3.7%	\$	31.8	\$1.4	4.7%
Coastside Services	\$	2.0	\$	2.8	\$	3.2	\$0.4	15.5%	\$	3.4	\$0.2	6.0%
Microtransit	\$	3.1	\$	3.2	\$	3.3	\$0.1	3.6%	\$	3.4	\$0.1	2.8%
SamCoast - Pescadero	\$	0.6	\$	0.8	\$	0.8	\$0.0	5.9%	\$	0.9	\$0.1	9.1%
La Honda - Pescadero	\$	0.0	\$	0.1	\$	0.1	\$(0.0)	-0.8%	\$	0.1	\$-	0.0%
38 Contracted Urban Bus Service	\$	30.8	\$	36.1	\$	37.8	\$1.7	4.6%	\$	39.5	\$1.8	4.7%

Contracted American Disability Act Programs (line 39)

This line item covers costs associated with the Elderly and Disabled (Redi-Wheels) service, ADA Sedan / Taxi Services and Coastside ADA service. The FY26 Proposed Budget is \$19.6M, an increase of \$2.3M or 13.4% compared to the FY25 Forecast, primarily driven by 1) higher costs related to Redi-Wheels and ADA Sedan/Taxi services resulting from the recent contract extension and improved ridership recovery, and 2) lower than expected Coastside ADA services in the FY25 Forecast. The FY27 Proposed Budget of \$20.4M, an increase of \$0.8M or 4.3% over FY26, attributed to 1) projected cost escalations associated with a new Redi-Wheels and ADA Sedan/Taxi contract, and 2) contractual increase for the Coastside ADA service.

		FY24		FY25		FY26	FY26 vs FY25	FY26 vs FY25		FY27	FY27 vs FY26	FY27 vs FY26
\$ In Millions		ACTUAL		FORECAST		PROPOSED BUDGET	\$ CHANGE	% CHANGE		PROPOSED BUDGET	\$ CHANGE	% CHANGE
Elderly & Disabled/Redi-Wheels	\$	8.8	\$	11.8	\$	11.7	\$(0.1)	-0.7%	\$	12.2	\$0.5	4.0%
ADA Sedan/Taxi Service	\$	3.2	\$	2.9	\$	4.3	\$1.3	45.6%	\$	4.4	\$0.2	4.0%
Coastside ADA	\$	2.7	\$	2.5	\$	3.6	\$1.1	41.8%	\$	3.8	\$0.2	5.5%
39 American Disability Act Program	\$	14.7	\$	17.2	\$	19.6	\$2.3	13.4%	\$	20.4	\$0.8	4.3%

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Contracted Multi-Modal Transit Programs – Shuttles (line 40)

This line item reflects expenses for contracted shuttle services that offer free commute-hour rides to employees traveling from BART and Caltrain stations to local employer facilities. The FY26 Proposed Budget is \$8.9M, which is \$2.9M or 47.7% higher than the FY25 Forecast. The FY27 Proposed Budget is \$9.2M, not significantly different than FY26. Both budgets account for a two-year extension of the Shuttle contract, maintaining the current service level. This extension is necessary due to significant increases in market rates for service delivery and unforeseen budget constraints from the program partners. It will allow the District and its partners additional time to conduct a comprehensive evaluation of the program and associated contracted services.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
40 Contracted Multi-Modal Transit Programs	\$ 4.5	\$ 6.0	\$ 8.9	\$ 2.9	47.7%	\$ 9.2	\$ 0.3	3.9%

Contracted Services

Vehicle Maintenance (Contracted) (line 43)

This category includes contracted expenses for bus operations and vehicle maintenance, such as towing, welding, seat repairs, oil analysis, rolling stock repairs, mandated bus services, and other related services. The FY26 Proposed Budget is \$1.9M, an increase of \$0.9M or 104.1% compared to the FY25 Forecast due to a one-time request for bus repainting and decommissioning. The FY27 Proposed Budget is \$0.9M, a decrease of \$1.0M or 53.2% reflecting the removal of the FY26 one-time request.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
43 Vehicle Maintenance (Contracted)	\$ 0.8	\$ 0.9	\$ 1.9	\$ 0.9	104.1%	\$ 0.9	\$ (1.0)	-53.2%

Dumbarton Maintenance of Way (line 44)

This line item reflects costs associated with maintaining the Dumbarton Right-of-Way, including landscaping, electrical maintenance and general upkeep. The FY26 and FY27 Proposed Budgets are \$0.4M each, a decrease of \$0.2M or 33.1% compared to the FY25 Forecast. The FY25 forecast reflects increased cleanup for the unhoused and enhanced weed abatement.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
44 Dumbarton Maintenance of Way	\$ 0.1	\$ 0.5	\$ 0.4	\$ (0.2)	-33.1%	\$ 0.4	\$ -	0.0%

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Property Maintenance (line 45)

This line item includes costs associated with maintaining North Base and South Base facilities, and Central. North and South Base maintenance expenses include repair of shop equipment, preventive maintenance, repairs to mobile wheel lifts and removal of hazardous materials (i.e., bus washer sludge, waste oil, steam cleaner sludge, used oil filters, etc.). The budget also includes pest control services and other general repairs for the three facilities.

The FY26 Proposed Budget is \$4.3M, an increase of \$0.8M or 23.3% over the FY25 Forecast, reflecting anticipated maintenance needs and inflationary cost pressures. The FY27 Proposed Budget is \$4.5M, an increase of \$0.2M or 4.5% than FY26, including ongoing maintenance at Central following the District's relocation to the Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
45 Property Maintenance	\$ 3.0	\$ 3.5	\$ 4.3	\$ 0.8	23.3%	\$ 4.5	\$ 0.2	4.5%

Professional Services (line 46)

This line item includes a wide range of legal, consulting, and specialized professional services that support the District's operations, planning efforts, and compliance with regulatory requirements. Key components include:

- Executive Legal Services, including the contract with Hanson Bridgett
- Legislative Advocacy Services for Federal and State legislative efforts
- Planning initiatives such as Grand Boulevard Initiative Action Plan, El Camino Real Mid-County Transit and Multimodal Plan, Fare Study, On-Demand and Paratransit Integration Study, Sustainability Strategic Plan
- Financial Services, including the annual audit, actuarial reporting required for Other Post-Employment Benefits (OPEB), systems contract services and on-call support
- Administrative issues related to mandated grievance and arbitration hearings, substance abuse professionals and court reporter services
- Temporary Staffing to backfill vacant positions
- Recruitment costs for open positions
- Safety Culture Study Implementation and Threat Vulnerability Assessment

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The FY26 Proposed Budget is \$11.5M, an increase of \$3.4M or 41.2% over the FY25 Forecast, primarily due to contractual cost escalations, new requests for the Grand Boulevard Initiative Action Plan, Safety Culture Study Implementation, Thread Vulnerability Assessment, and fare analysis. Additionally, the FY25 forecast reflects updated timing and refined spending plans for certain operating projects and professional services to FY26. The FY27 Proposed Budget is \$10.0M, a decrease of \$1.6M or 13.7% compared to the FY26 Proposed Budget, reflecting alignment with projected operating project schedules.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
46 Professional Services	\$ 8.4	\$ 8.2	\$ 11.5	\$ 3.4	41.2%	\$ 10.0	\$ (1.6)	-13.7%

Technical Services (line 47)

Technical Services include costs associated with the maintenance, support, and licensing of critical technology systems across the District. Key components include:

- Bus Operators' radio system maintenance and support
- Licensing and service agreements for District-wide software applications
- Office related equipment, such as desktop computers, printers, and associated repairs

The Proposed FY26 Budget is \$7.8M, an increase of \$1.2M or 18.8% compared to the FY25 Forecast, primarily driven by cost escalations and new software requests. The FY25 Forecast was lower due to planned IT software subscriptions that did not materialize. The FY27 Proposed Budget of \$7.8M, is not significantly different from FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
47 Technical Services	\$ 5.3	\$ 6.6	\$ 7.8	\$ 1.2	18.8%	\$ 7.8	\$ (0.0)	-0.5%

Security and Law Enforcement (line 48)

This line item includes costs associated with the District's security and law enforcement efforts, which are essential to maintaining safety across facilities and operations. Expenses include:

- Security Guard contract
- San Mateo County Sheriff Law Enforcement contract
- Closed-circuit television (CCTV) (mobile and stationary) maintenance
- Security access control and keys system maintenance

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The Proposed FY26 Budget is \$6.8M, an increase of \$1.6M or 31.8% compared to the FY25 Forecast. This increase reflects the extension of the current security contract through June 2026 to support expanded services at both Central and the new Millbrae Gateway headquarters. It also includes increased CCTV maintenance costs tied to the need for safeguarding and monitoring during major capital projects. The FY27 Proposed Budget is \$8.0M, an increase of \$1.1M or 16.5% over FY26, reflecting an anticipated cost increase under a new security guard contract following the District's relocation to Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
48 Security and Law Enforcement	\$ 4.1	\$ 5.2	\$ 6.8	\$ 1.6	31.8%	\$ 8.0	\$ 1.1	16.5%

Ticketing and Fare Collection (line 49)

This line item includes costs associated with the District's fare collection systems and transit-related materials. Expenses include:

- Clipper operator charges
- Cash collection services
- Printing tickets and passes
- Printing timetables, schedules and maps

The FY26 Proposed Budget is \$1.3M, an increase of \$0.1M or 10.2% compared to the FY25 Forecast. While MTC used its interest income to subsidize the Clipper 1 operational costs, resulting in reduced Clipper operator charges, this reduction is offset by the contractual increase in cash collection service costs. The FY27 Proposed Budget is \$1.4M, an increase of \$0.1M or 5.0% over FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
49 Ticketing and Fare Collection	\$ 1.2	\$ 1.2	\$ 1.3	\$ 0.1	10.2%	\$ 1.4	\$ 0.1	5.0%

Other Services (line 50)

This line item captures a variety of support services that contribute to the District's business operations, customer experience and community engagement that include:

- WIPRO hosting and support contract for PeopleSoft
- Sequoia Station maintenance
- Customer communication improvements
- Service alerts and customer communications
- Surveys on customer satisfaction and market studies

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- On-call public relations and media monitoring services
- Interpretation and translation services to support language access

The FY26 Proposed Budget is \$4.1M, an increase of \$0.3M or 7.1% compared to the FY25 Forecast, primarily driven by the new customer communication improvements and service alerts upgrades initiatives. The FY27 Proposed Budget of \$4.0M is not significantly different from FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
50 Other Services	\$ 4.3	\$ 3.8	\$ 4.1	\$ 0.3	7.1%	\$ 4.0	\$ (0.1)	-1.9%

Materials And Supplies

Bus Fuel and Energy (line 53)

This line item covers expenses for diesel, hydrogen, and electricity used by District-owned and operated buses, as well as gasoline for non-revenue support vehicles such as shop trucks and relief cars for bus operators. Additionally, expenses for oil and lubricants are included, based on the estimated quantities required for the fiscal year.

	FY25 Forecast	FY26 Budget	FY27 Budget
Projected Miles	6,842,367	4,987,578	5,137,206
Price / Gallon	\$ 3.05	\$ 3.21	\$ 3.21
Projected Fuel Consumption - Total Gallons	1,531,480	1,268,996	1,307,066
Diesel Fuel Cost	\$4,671,916	\$4,073,477	\$4,195,681
Hedging	\$ 10,000	\$ 10,000	\$ 10,000
Total Diesel Cost	\$4,681,916	\$4,083,480	\$4,205,690
Projected Miles	92,640	1,602,640	1,602,640
Projected Miles/kg	8.80	8.80	8.80
Projected Price/kg	\$ 8.75	\$ 8.75	\$ 9.01
FCEB Fuel Loss	\$ 6,766	\$ 95,813	\$ 98,687
Total Hydrogen Cost	\$ 98,916	\$1,689,350	\$1,740,030
Projected Miles	364,654	1,116,100	1,116,100
Projected kWh/miles	2.10	2.10	2.10
Projected Price/kWh	\$ 0.30	\$ 0.35	\$ 0.36
Total Electricity Cost	\$ 229,750	\$ 820,810	\$ 845,430
Gasoline	\$1,512,132	\$1,435,250	\$1,602,200
Oil and Lubricants	\$ 385,014	\$ 293,402	\$ 298,537
Taxes	\$ 578,661	\$ 499,985	\$ 514,674
Total Fuel and Electricity Cost	\$7,486,389	\$8,822,277	\$9,206,561
Total Projected Miles	7,299,661	7,706,318	7,855,946

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The FY26 Proposed Budget is \$8.8M, an increase of \$1.3M or 17.8% compared to the FY25 Forecast. The increase is driven by 1) a projected increase in overall service mileage due to the implementation of Reimagine SamTrans, 2) a shift in mileage towards Fuel Cell Electric Buses (FCEBs) and Battery Electric Buses (BEBs) while still maintaining significant mileage on diesel-powered buses, and 3) anticipated higher costs for both diesel fuel and electricity. The FY27 Proposed Budget is \$9.2M, an increase of \$0.4M or 4.4% over FY26, reflecting anticipated increases in hydrogen and electricity costs.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
53 Bus Fuel and Energy	\$ 7.3	\$ 7.5	\$ 8.8	\$ 1.3	17.8%	\$ 9.2	\$ 0.4	4.4%

Bus Parts and Materials (line 54)

This expense line covers costs associated with bus repair and replacement parts, bus maintenance tires, disposition of obsolete/surplus inventory, service and repairs for non-revenue vehicles, extending fleet longevity, small tools, and freight. The FY26 Proposed Budget is \$4.7M, an increase of \$0.1M or 1.8% over the FY25 Forecast. The FY27 Proposed Budget of \$4.8M, which is not significantly different from FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
54 Bus Parts and Materials	\$ 4.0	\$ 4.6	\$ 4.7	\$ 0.1	1.8%	\$ 4.8	\$ 0.1	2.5%

Uniforms and Driver Expense (line 55)

This line item reflects the District's contractual obligation to provide uniforms and personal protective equipment to represented employees. This includes items such as boots or safety shoes, insulated coveralls, rain gear, and other necessary protective gear for bus operators, mechanics, storekeepers, utility workers, instructors and supervisory staff. The FY26 Proposed Budget is \$0.7M, an increase of \$0.2M or 44.2% compared to the FY25 Forecast, primarily due to the lower utilization in FY25, driven by vacant positions. The FY27 Proposed Budget is not significantly different than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
55 Uniforms and Bus Operator Expense	\$ 0.5	\$ 0.5	\$ 0.7	\$ 0.2	44.2%	\$ 0.7	\$ 0.0	1.2%

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Office Supplies / Printing (line 56)

This line item includes expenses for office furniture, computer equipment (such as laptops, monitors and tablets), and printing materials to support training programs. It also covers books and reference materials, paycheck stock and envelopes, and other office supplies such as paper, letterhead and business cards. The FY26 Proposed Budget is \$0.8M, an increase of \$0.1M or 7.8% compared to the FY25 Forecast, mainly due to the increased demand for computer equipment. The FY27 Proposed Budget is not significantly different than FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
56 Office Supplies / Printing	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.1	7.8%	\$ 0.8	\$ (0.0)	-1.6%

Utilities

Telecommunications (line 59)

This expense covers cell phones, data circuits and telephone services. The FY26 and FY27 Proposed Budgets are \$0.9M, which is not significantly different than the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
59 Telecommunication	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.1	6.8%	\$ 0.9	\$ -	0.0%

Other Utilities (line 60)

This line includes costs for gas and electricity, water and sewer, and trash/refuse services. The FY26 Proposed Budget is \$2.1M, which is not significantly different from the FY25 Forecast. The FY27 Proposed Budget is \$2.3M, an increase of \$0.1M or 6.0% compared to FY26, to maintain minimal operations at Central following the relocation to the Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
60 Other Utilities	\$ 2.4	\$ 2.2	\$ 2.1	\$ (0.1)	-2.7%	\$ 2.3	\$ 0.1	6.0%

Other

Worker's Compensation (line 63)

The District is subject to a state-mandated insurance program that covers lost wages and medical treatment resulting from an employee's work-related injury. This includes insurance premiums, deductibles and legal fees. The FY26 and FY27 Proposed Budgets are \$5.2M per year based on the FY24 actuarial report, an increase of \$0.2M or 3.1% from the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
63 Workers Compensation	\$ 4.4	\$ 5.0	\$ 5.2	\$ 0.2	3.1%	\$ 5.2	\$ -	0.0%

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Insurance (line 64)

This line covers general insurance costs, including premiums, deductibles, adjustor fees, broker fees and other insurance related costs. The FY26 Proposed Budget is \$4.2M, an increase of \$0.2M or 5.9% compared to the FY25 Forecast. The FY27 Proposed Budget is \$4.7M, an increase of \$0.5M or 11.2% compared to FY26. Both budgets assume potential increases in premiums and include coverage for property insurance for both the Central and Gateway Millbrae headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
64 Insurance	\$ 3.4	\$ 4.0	\$ 4.2	\$ 0.2	5.9%	\$ 4.7	\$ 0.5	11.2%

Contracted Urban Bus (CUB) Insurance (line 65)

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs specific to the Contracted Urban Bus (CUB) services. The FY26 Proposed Budget is \$2.0M, an increase of \$0.1M or 5.1% compared to the FY25 Forecast. The FY27 Proposed Budget is \$2.1M, an increase of 0.1M or 6.3% from FY26. Both budgets assume potential increases in premiums.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
65 Contracted Urban Bus (CUB) Insurance	\$ 1.6	\$ 1.9	\$ 2.0	\$ 0.1	5.1%	\$ 2.1	\$ 0.1	6.3%

American Disabilities Act Insurance (line 66)

Insurance costs include premiums, deductibles, adjustor fees, broker fees and other insurance costs specific to the ADA related services. The FY26 Proposed Budget is \$1.7M, an increase of \$0.1M or 9.0% compared to the FY25 Forecast. The FY27 Proposed Budget is \$1.9M, an increase of \$0.1M or 7.2% from FY26. Both budgets assume potential increases in premiums.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
66 American Disabilities Act Insurance	\$ 1.3	\$ 1.6	\$ 1.7	\$ 0.1	9.0%	\$ 1.9	\$ 0.1	7.2%

Claims Reserves and Payments (line 67)

This line includes claim reserves and associated legal fees. The FY26 and FY27 Proposed Budgets are \$4.6M per year based on the actuarial report, which represents a decrease of \$1.4M or 23.6% compared to the FY25 Forecast. The decrease is primarily due to the one-time construction delay lawsuit for the San Carlos Transit-Oriented Development (TOD) that was included in the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
67 Claims Reserves and Payments	\$ 1.5	\$ 6.1	\$ 4.6	\$ (1.4)	-23.6%	\$ 4.6	\$ -	0.0%

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Contracted Urban Bus (CUB) Claims Reserves and Payments (line 68)

This includes claim reserves and payments specific to CUB Services. The FY26 and FY27 Proposed Budgets assume zero as the contractor carries the liability for the first \$5.0M. The FY25 Forecast included potential settlement for past cases.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
68 Contracted Urban Bus (CUB) Claims Reserves & Payments	\$ 5.1	\$ 1.0	\$ -	\$ (1.0)	-100.0%	\$ -	\$ -	0.0%

American Disabilities Act Claims Reserves and Payments (line 69)

This includes claims reserves and payments specific to ADA related services. The FY26 and FY27 Proposed Budgets assume zero as the contractor carries the liability for the first \$5.0M.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
69 American Disabilities Act Claims Reserves & Payments	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%

Promotional Advertising and Events (line 70)

This line item includes promotional advertising, promotional events and promotional merchandise for District services, as well as social media campaigns. The FY26 and FY27 Proposed Budgets are \$0.8M per year, an increase of \$0.2M or 37.6% compared to the FY25 Forecast. This increase is driven by the bus and Ride Plus marketing campaign, which are supported by additional staffing capacity in FY26, as well as the District's 50th Anniversary celebrations and the customer ambassador program.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
70 Promotional Advertising and Events	\$ 0.5	\$ 0.6	\$ 0.8	\$ 0.2	37.6%	\$ 0.8	\$ -	0.0%

Banking and Transaction Fees (line 71)

This line item covers costs associated with bank fees, custody fees, debt service fees, fiscal agent fees, investment management fees and transaction fees. The FY26 Proposed Budget is \$0.5M, an increase of \$0.1M or 15.2% compared to the FY25 Forecast. The FY27 Proposed Budget of \$0.5M, which is not significantly different from FY26.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
71 Banking and Transaction Fees	\$ 0.4	\$ 0.4	\$ 0.5	\$ 0.1	15.2%	\$ 0.5	\$ 0.0	6.1%

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Leases and Rentals (line 72)

This expense is primarily for the rental of the Pico Boulevard portable restrooms for layover areas at Daly City BART, Linda Mar Park N Ride in Pacifica, and in San Carlos and Palo Alto. The FY26 Proposed Budget is \$4.2M, an increase of \$3.7M or 891.9% compared to the FY25 Forecast. The increase includes \$0.3M for enhanced restroom access for bus operators at the Salesforce Transit Center and Stanford facility, and \$6.8M in total rent costs for the new Millbrae Gateway headquarters – split evenly with \$3.4M in FY26 (covering March to June 2026) and \$3.4M in FY27 (covering July to October 2026), pending acquisition in November 2026. FY27 Proposed Budget is \$4.7M, an increase of \$0.6M or 13.6% from FY26, including an estimated rental cost for off-site parking and six months of the Bay Area Rapid Transit (BART) ground lease rent associated with the Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
72 Leases and Rentals	\$ 0.5	\$ 0.4	\$ 4.2	\$ 3.7	891.9%	\$ 4.7	\$ 0.6	13.6%

Employee Programs (line 73)

This line item includes expenses for employee programs and meals for events such as Townhalls, Transit Employee Appreciation Day, Ride the Line, employee retirement and recognition events, Caltrain GoPass and Carpool Stipend and Tuition reimbursement. The FY26 Proposed Budget is \$1.5M, an increase of \$0.2M or 16.0% from the FY25 Forecast. This increase is mainly driven by ergonomic evaluation to accommodate the Millbrae Gateway headquarters relocation, one-time upgrades for Automated External Defibrillators (AEDs) and cabinets, and underutilization of certain employee benefits in FY25. The FY27 Proposed Budget is \$1.4M, a decrease of \$0.1M or 5.7% than FY26, reflecting the removal of the one-time AEDs and cabinets upgrade.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
73 Employee Programs	\$ 0.5	\$ 1.3	\$ 1.5	\$ 0.2	16.0%	\$ 1.4	\$ (0.1)	-5.7%

Training and Business Travel (line 74)

This line item includes expenses for seminars and training, business travel and employee development classes. It also covers professional development expenses for American Public Transportation Association (APTA), Leadership Programs, and 360-degree employee assessments. The FY26 Proposed Budget is \$1.0M, which is not significantly different compared to the FY25 Forecast. The FY27 Proposed Budget is \$0.9M, a slight decrease from FY26. Departments have worked to reduce requests for non-essential seminars, training and business travel, aligning with the goal of cost efficiency, but operational requirements for continued professional growth have resulted in maintaining a similar overall level as the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
74 Training and Business Travel	\$ 0.5	\$ 0.9	\$ 1.0	\$ 0.0	0.9%	\$ 0.9	\$ (0.0)	-0.4%

Appendix

Dues and Membership (line 75)

Dues and subscriptions include membership in American Planning Association (APA), American Public Transportation Association (APTA), San Francisco Bay Area Planning and Urban Research (SPUR), Women's Transportation Seminar (WTS), International Right of Way Association (IRWA) and National Safety Council (NSC). The FY26 and FY27 Proposed Budgets are \$0.3M each, which are not significantly different from the FY25 Forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
75 Dues and Membership	\$ 0.2	\$ 0.3	\$ 0.3	\$ 0.0	4.3%	\$ 0.3	\$ 0.0	3.3%

Other Expenses (line 76)

The line item covers postages and miscellaneous expenses that do not fall under the other categories listed above. The FY26 and FY27 Proposed Budgets are \$0.2M each, which are not significantly different from the FY25 forecast.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
76 Other Expenses	\$ 0.2	\$ 0.1	\$ 0.2	\$ 0.0	20.9%	\$ 0.2	\$ 0.0	1.0%

Indirect Admin and Overhead Costs – Non-Labor (line 77)

This line item represents the non-labor portion of the AIA costs allocated to the District with a placeholder of \$13.1M included in both the FY26 and FY27 Proposed Budgets, pending finalization of the ICAP plan. A budget amendment may be brought forward once the FY27 ICAP Plan is completed, estimated in spring of 2026.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
77 Indirect Admin and Overhead Costs - Nonlabor	\$ 16.3	\$ 15.1	\$ 13.1	\$ (2.0)	-13.3%	\$ 13.1	\$ -	0.0%

Appendix

Debt Service (line 80)

This line item reflects debt scheduled payments due, principal and interest under the District's current debt agreements. The FY26 Proposed Budget is \$18.6M, a decrease of \$2.0M or 9.9% compared to the FY25 Forecast, primarily due to \$0.5M in cost savings from the 2025 bond refunding and the removal of a one-time \$1.4M unplanned interest payment included in the FY25 Forecast for the 2025 Refunding Bond. The FY27 Proposed Budget is \$26.0M, an increase of \$7.4M or 39.9% from FY26, which includes a placeholder for debt service on the anticipated bond issuance related to the Millbrae Gateway headquarters purchase.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
80 Debt Service	\$ 19.1	\$ 20.6	\$ 18.6	\$ (2.0)	-9.9%	\$ 26.0	\$ 7.4	39.9%

Pass-Through to Other Agencies (line 81)

These are the expenses corresponding to the sources in Line 28. The FY25 Forecast represents the first year of a two-year agreement under Lifeline Transportation Programs Cycle 7, administered in partnership with C/CAG. The FY26 Proposed Budget assumes \$1.4M in Pass-Through funding, representing the second year of Cycle 7. The FY27 Proposed Budget assumes no new funding, pending the announcement of Cycle 8 or subsequent funding rounds.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
81 Pass-Through to Other Agencies	\$ -	\$ 1.4	\$ 1.4	\$ 0.0	0.0%	\$ -	\$ (1.4)	-100.0%

Allocations And Contributions

Prop A Sales Tax Allocation – Capital Programs (line 85)

FY26 and FY27 represent the first years in which no Prop A Sales Tax is allocated to support capital programs. Instead, capital investments will rely solely on external funding sources and the use of existing unallocated and prior years' surplus balances. This shift reflects a more sustainable capital funding strategy aligned with the District's long-term financial outlook and the anticipated adoption of the FY26–FY35 CIP.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
85 Prop A Sales Tax Allocation - Capital Program	\$ 13.7	\$ 25.9	\$ -	\$ (25.9)	-100.0%	\$ -	\$ -	0.0%

Appendix

Measure W Sales Tax Allocation – Capital Programs (line 86)

Similar to Prop A, Measure W Sales Tax will not be used for capital support in FY26 and FY27. Instead, capital investments will rely solely on external funding sources and the use of existing unallocated and prior years' surplus balances. This shift reflects a more sustainable capital funding strategy aligned with the District's long-term financial outlook and the anticipated adoption of the FY26–FY35 CIP.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
86 Measure W Sales Tax Allocation - Capital Program	\$ 28.7	\$ 26.5	\$ -	\$ (26.5)	-100.0%	\$ -	\$ -	0.0%

Operating Reserves (line 87)

The purpose of the Operating Reserve is to accommodate normal fluctuations in the timing of revenues and unforeseen operating expenses, and the District's Policy requires that the agency maintains a minimum of three months' (25% of annual) budgeted operating expenses. If the Operating Reserve balance falls below the established level, replenishment will be budgeted for in the following fiscal year. The projected contribution to the Operating Reserve in FY26 is \$4.8M to maintain compliance with the Board-approved reserve policy, bringing the projected FY26 ending balance to \$66.2M. In FY27, the projected contribution is \$2.4M, resulting in a projected FY27 ending balance of \$68.6M.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
87 Operating Reserve	\$ 5.2	\$ 1.1	\$ 4.8	\$ 3.7	320.6%	\$ 2.4	\$ (2.4)	-50.7%

Sales Tax Stabilization Fund (line 88)

The Sales Tax Stabilization Fund was established in FY21 to build reserves that buffer against fluctuations in sales tax revenues, recognizing the District's heavy reliance on these funds to support service levels and both Operating and Capital Budgets. Per policy, contributions to the fund were to maintain a minimum of 10% and gradually increase until reaching the greater of 35% of annual actual sales tax revenue or the largest two-year decline from a prior revenue peak. No contributions are included in the FY26 and FY27 Proposed Budgets, as the fund balance is compliant with board policy.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
88 Sales Tax Stabilization Fund	\$ -	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%

Appendix

Capital Maintenance Reserve (line 89)

This is a new line item to establish a reserve to fund major repairs, replacement, and rehabilitation of the Millbrae Gateway headquarters, to maintain service reliability, ensure safety, and comply with best practices. FY27 Proposed Budget assumes \$1M, which is half of the recommended annual contribution to the reserve, reflecting the estimated timing of the building acquisition in FY27. In future years the recommended contribution is \$2M per year.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
89 Capital Maintenance Reserve	\$ -	\$ -	\$ -	\$ -	0.0%	\$ 1.0	\$ 1.0	0.0%

Reserves for Future Capital Allocation – Headquarters (line 90)

FY24 reflected a one-time allocation to set aside funds for the Millbrae Gateway headquarters.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
90 Reserves for Future Capital Allocation - Headquarters	\$ 23.3	\$ -	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%

Reserves for Future Measure W Allocation (line 91)

The FY26 and FY27 Proposed Budgets are projected to utilize all the Measure W Sales Tax revenues to support eligible operating expenses. As a result, no remaining funds are expected to be set aside in reserve for future allocation.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
91 Reserves for Future Measure W Allocations	\$ 15.1	\$ 4.4	\$ -	\$ (4.4)	-100.0%	\$ -	\$ -	0.0%

Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way (line 92)

This line reflects the balance of Dumbarton annual rental income (line 4) after deducting Maintenance of Way expenses (line 44). These funds are restricted and may only be used for future Dumbarton Maintenance of Way activities.

\$ In Millions	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
92 Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	\$ -	\$ 0.5	\$ 0.7	\$ 0.2	40.7%	\$ 0.7	\$ 0.0	4.5%

Appendix

The following section provides detailed descriptions of the proposed capital projects as referenced in Attachment B.

Revenue Vehicle Replacement / Support: \$606,520 (FY26) and \$864,846 (FY27)

Major Bus Components

This project consists of purchases of new and rebuilt parts. Major Bus Components include parts that have a unit price of \$5,000 or more that are not included in the operating budget.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Major Bus Components	1.1	606,520	1.1	864,846

Non-Revenue Vehicle Replacement / Support: \$1,238,585 (FY26) and \$726,305 (FY27)

Maintenance Equipment

This project is to procure emergency dirt bikes, electric carts, medium duty floor jacks, electric pallet jacks, Electric Vehicle (EV) tool storage, advance diagnostic reader, generators and hot pressure washer skid for maintenance shop equipment that have exceeded useful life or are needed to support maintenance of new buses and equipment.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Maintenance Equipment	2.2	759,353	2.2	194,256

Replacement Non-Revenue Service Support Vehicles

In FY26, this project will fund the replacements for (10) 2016 Toyota Sienna and (3) 2016 Ford Fusions; and In FY27, (4) 2017 Ford F250 Facilities Maintenance Trucks, (2) 2017 Ford F350 Maintenance shop trucks, (1) 2017 Ford F350 Flat Bed and (1) 2019 Ford Transit 150 van will be replaced. The new clean emission vehicles will help the District to reduce greenhouse gas emissions. Due to pandemic-related shortages and limited availability, the specific make and model for the replacements have not yet been determined.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Replacement Non-Rev Svc Support Vehicles	2.3	479,232	2.3	532,049

Facilities / Construction: \$1,533,300 (FY26) and \$3,363,000 (FY27)

Brewster Office Trailers and Furnishings

This project will relocate two existing office trailers and furnish two new trailers with office furniture to accommodate District staff at Brewster to support CUB/Paratransit operations over a period of 7-10 years.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Brewster Office Trailers and Furnishings	3.4	136,800	-	-

Appendix

Concrete Replacement at North Base, South Base, and Sequoia Station

This project is to fund the annual replacement of deteriorating concrete at District facilities.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Concrete Replacement at NB, SB, and Sequoia Station	3.5	342,000	3.4	342,000

North Base and South Base Steam Bay Hydraulic Lifts

This project will assess approximately eight hydraulic lifts located at the North and South Bases . The scope includes evaluating equipment functionality, environment conditions, and developing a prioritized repair or replacement strategy. Based on findings, staff may recommend decommissioning existing in-ground hydraulic lifts in favor of surface-mounted scissor lifts, if deemed more efficient or cost effective.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
NB and SB Steam Bay Hydraulic Lifts	3.6	256,500	3.5	256,500

Replace North Base Underground Utilities

This project will fund the replacement of utility infrastructure, such as electrical and related systems, at North Base that has been damaged due to prolonged saltwater intrusion. The corrosion has led to increasing safety risks and environmental concerns, prompting the need for proactive upgrades to ensure continued safe and compliant operations.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Replace NB Underground Utilities	3.7	342,000	3.6	2,280,000

North Base Sewer Line: Assess, Repair, and/or Replace

This project budgets for site assessment, environmental remediation, and the repair and/or replacement of the sewer line at North Base. The existing connection to the city sewer, in service since 1984, shows signs of corrosion, likely caused by shallow, salty groundwater, posing potential health and safety risks. A thorough assessment is required, with replacement of the line expected to be a likely outcome.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
North Base Sewer Line: Assess, Repair, and/or Replace	3.8	114,000	3.7	256,500

Appendix

North Base and South Base In-shop Hydraulic Lifts

This project will assess 56 in-shop hydraulic lifts at the North and South Bases. Scope includes evaluating equipment functionality, environmental conditions, and developing a prioritized repair/replacement strategy, followed by construction implementation.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
NB and SB In-shop Hydraulic Lifts	3.9	342,000	3.8	228,000

Safety and Security: \$570,000 (FY26)

Base Security

This project will implement engineering controls to enhance base security, including electronic gate access for vehicles and pedestrians, key card access for all building entry points and off-site restrooms, as well as improvements to lighting, perimeter fencing, and installation of new CCTV systems.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Base Security	6.10	285,000	-	-

Security Assessment at SamTrans Bases

This project is to fund a consultant to conduct a comprehensive threat and vulnerability assessment at the bases and facilities to develop a security plan that includes upgrades and/or installation of additional CCTV cameras, lighting, and physical security structures such as gates and locks. The assessment will also evaluate potential cyber threats.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Security Assessment at SamTrans Bases	6.11	285,000	-	-

PLANNING / DEVELOPMENT: \$750,000 (FY26) and \$750,000 (FY27)

Capital Contingency Fund

This project provides funding for unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Capital Contingency Fund	7.12	250,000	7.9	250,000

Appendix

Capital Program Management

This project provides funding for programs and project controls support, including monitoring project performance and delivery.

Project Title	Item #	FY26	Item #	FY27
		Prelim Budget		Prelim Budget
Capital Program Management	7.13	250,000	7.10	250,000

Capital Project Development

This project provides funding for activities that include but are not limited to capital budget and programming process, grant development and development of capital program management systems.

Project Title	Item #	FY26	Item #	FY27
		Proposed Budget		Proposed Budget
Capital Project Development	7.14	250,000	7.11	250,000

Resolution No. 2025 -

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

* * *

Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively

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 December 7, 2022, pursuant to Resolution No. 2022-83, the Board adopted a Biennial Budget Policy for the District, under which staff is proposing the Board adopt biennial operating and capital budgets for Fiscal Years 2026-27 (FY26) and 2026-27 (FY27); and

Whereas, the adoption of an operating budget is necessary for obtaining both Federal and State funds to support the District's transportation improvement program; and

Whereas, staff has prepared and presented to the Board Proposed Operating Budgets for FY26 and FY27 in the amounts of \$323,717,266 and \$339,249,367, respectively, that set forth projected revenues and expenses associated with the District's operating and maintenance programs; and

Whereas, staff has prepared proposed Capital Budgets for FY26 and FY27 in the amounts of \$4,698,405 and \$5,704,151, respectively.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District adopts its biennial Operating Budgets in the amounts of \$323,717,266 for Fiscal Year 2025-26 and \$339,249,367 for Fiscal Year 2026-27, a copy of which is attached hereto and incorporated herein as Attachment A; and

Be It Further Resolved the Board also adopts its biennial Capital Budgets in the amounts of \$4,698,405 for Fiscal Year 2025-26 and \$5,704,151 for Fiscal Year 2025-26, a copy of which is attached hereto and incorporated herein as Attachment B; and

Be It Further Resolved that the General Manager/CEO, or designee, is directed to submit these budgets to the Metropolitan Transportation Commission, together with a copy of this resolution, at the earliest practical date; and

Be It Further Resolved that the Board authorizes the General Manager/CEO, or designee, to take such additional actions as may be necessary to give effect to this resolution, including executing funding agreements and amendments, and submitting required documents to granting agencies to receive the funding identified in the Operating and Capital Budgets.

Regularly passed and adopted this 4th day of June, 2025 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

SAN MATEO COUNTY TRANSIT DISTRICT
FISCAL YEAR 2026 AND 2027 PROPOSED BUDGETS

	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
	A	B	C	D = C - B	E = D / B	F	G = F - C	H = G / C
1 SOURCES								
2 Passenger Fares	12,719,405	13,043,024	13,303,885	260,861	2.0%	13,569,962	266,077	2.0%
3 Rental Income	2,461,188	1,754,084	1,927,456	173,372	9.9%	2,997,782	1,070,326	55.5%
4 Dumbarton Rental Income	974,196	1,019,477	1,048,333	28,856	2.8%	1,079,783	31,450	3.0%
5 Investment Interest Income	20,361,290	19,975,223	17,959,903	(2,015,320)	-10.1%	17,210,620	(749,283)	-4.2%
6 Advertising Income	1,041,751	767,500	772,500	5,000	0.7%	687,500	(85,000)	-11.0%
7 Other Income	23,818,431	884,735	444,503	(440,232)	-49.8%	444,503	-	0.0%
8 Agency Indirect Administration Recovery	39,673,381	38,670,000	38,998,887	328,887	0.9%	38,998,887	-	0.0%
9 Subtotal: Operating Revenue	101,049,642	76,114,043	74,455,467	(1,658,576)	-2.2%	74,989,037	533,570	0.7%
10								
11 Prop A Sales Tax	115,574,416	113,681,341	114,856,000	1,174,659	1.0%	118,889,000	4,033,000	3.5%
12 Measure W Sales Tax	57,683,704	56,840,671	57,428,000	587,330	1.0%	59,444,500	2,016,500	3.5%
13 Transportation Development Act (TDA) Transit Fund	53,593,748	55,801,968	51,792,728	(4,009,240)	-7.2%	51,792,728	-	0.0%
14 State Transit Assistance (STA)	11,386,584	12,748,878	9,330,152	(3,418,726)	-26.8%	9,330,152	-	0.0%
15 Operating Grants	752,409	1,069,968	3,018,750	1,948,782	182.1%	1,996,750	(1,022,000)	-33.9%
16 Subtotal: Operating Assistance	238,990,861	240,142,826	236,425,630	(3,717,196)	-1.5%	241,453,130	5,027,500	2.1%
17								
18 Transportation Development Act (TDA) 4.5 Redi-Wheels	2,820,723	2,964,268	2,725,933	(238,335)	-8.0%	2,725,933	-	0.0%
19 State Transit Assistance (STA) - Paratransit	1,066,735	1,172,462	1,011,412	(161,050)	-13.7%	1,011,412	-	0.0%
20 SMCTA Measure A Redi-Wheels	4,650,560	4,547,254	4,594,240	46,986	1.0%	4,755,560	161,320	3.5%
21 Measure M Paratransit	1,200,000	1,200,000	1,200,000	-	0.0%	1,200,000	-	0.0%
22 Operating Grants - American Disabilities Act	2,670,773	3,736,750	3,812,197	75,447	2.0%	3,909,111	96,914	2.5%
23 Subtotal: American Disabilities Act Operating Assistance	12,408,791	13,620,734	13,343,782	(276,952)	-2.0%	13,602,016	258,234	1.9%
24								
25 Employer SamTrans Shuttle Funds	4,481,205	4,591,640	8,570,336	3,978,696	86.7%	8,916,248	345,912	4.0%
26 Subtotal: Multi-Modal Transit Program Operating Assistance	4,481,205	4,591,640	8,570,336	3,978,696	86.7%	8,916,248	345,912	4.0%
27								
28 Pass-Through to Other Agencies	-	1,355,787	1,355,788	1	0.0%	-	(1,355,788)	-100.0%
29								
30 TOTAL - SOURCES	356,930,499	335,825,030	334,151,003	(1,674,027)	-0.5%	338,960,431	4,809,428	1.4%
31								
32 USES								
33 Wages & Benefits	110,999,783	126,566,654	130,441,510	3,874,856	3.1%	136,397,753	5,956,243	4.6%
34 Board of Directors	155,283	92,987	266,247	173,260	186.3%	267,247	1,000	0.4%
35 Indirect Admin and Overhead Costs - Labor	11,174,818	13,250,000	11,487,856	(1,762,144)	-13.3%	11,487,856	-	0.0%
36 Subtotal: Labor	122,329,884	139,909,641	142,195,613	2,285,972	1.6%	148,152,856	5,957,243	4.2%
37								
38 Contracted Urban Bus Service	30,816,422	36,088,024	37,763,600	1,675,576	4.6%	39,539,303	1,775,703	4.7%
39 Contracted American Disability Act Programs	14,718,044	17,247,597	19,561,000	2,313,403	13.4%	20,396,727	835,727	4.3%
40 Contracted Multi-Modal Transit Programs	4,535,159	6,002,500	8,864,736	2,862,236	47.7%	9,210,648	345,912	3.9%
41 Non-Labor Subtotal - Purchased Transportation	50,069,624	59,338,121	66,189,336	6,851,215	11.5%	69,146,678	2,957,342	4.5%
42								
43 Vehicle Maintenance (Contracted)	795,821	912,263	1,862,156	949,893	104.1%	871,019	(991,137)	-53.2%
44 Dumbarton Maintenance of Way	118,138	523,000	350,000	(173,000)	-33.1%	350,000	-	0.0%
45 Property Maintenance	2,956,926	3,467,770	4,274,201	806,431	23.3%	4,466,434	192,233	4.5%
46 Professional Services	8,427,170	8,166,258	11,532,650	3,366,392	41.2%	9,957,200	(1,575,450)	-13.7%
47 Technical Services	5,316,018	6,592,166	7,828,374	1,236,208	18.8%	7,786,464	(41,910)	-0.5%
48 Security and Law Enforcement	4,062,068	5,187,540	6,836,444	1,648,904	31.8%	7,962,078	1,125,634	16.5%
49 Ticketing and Fare Collection	1,228,345	1,204,871	1,328,092	123,221	10.2%	1,393,840	65,748	5.0%
50 Other Services	4,287,926	3,819,002	4,088,949	269,947	7.1%	4,012,490	(76,459)	-1.9%
51 Non-Labor Subtotal: Contracted Services	27,192,413	29,872,870	38,100,866	8,227,996	27.5%	36,799,525	(1,301,341)	-3.4%
52								
53 Bus Fuel and Energy	7,250,812	7,486,389	8,822,277	1,335,888	17.8%	9,206,561	384,284	4.4%
54 Bus Parts and Materials	4,040,217	4,595,810	4,679,039	83,229	1.8%	4,797,885	118,846	2.5%
55 Uniforms and Bus Operator Expense	482,653	479,615	691,478	211,863	44.2%	699,743	8,265	1.2%
56 Office Supplies / Printing	804,143	779,787	840,579	60,792	7.8%	826,934	(13,645)	-1.6%
57 Non-Labor Subtotal: Materials & Supplies	12,577,825	13,341,601	15,033,373	1,691,772	12.7%	15,531,123	497,750	3.3%
58								
59 Telecommunication	937,233	862,524	920,900	58,376	6.8%	920,900	-	0.0%
60 Other Utilities	2,398,898	2,202,500	2,142,237	(60,263)	-2.7%	2,271,782	129,545	6.0%
61 Non-Labor Subtotal: Utilities	3,336,131	3,065,024	3,063,137	(1,887)	-0.1%	3,192,682	129,545	4.2%
62								

SAN MATEO COUNTY TRANSIT DISTRICT
FISCAL YEAR 2026 AND 2027 PROPOSED BUDGETS

	FY24 ACTUAL	FY25 FORECAST	FY26 PROPOSED BUDGET	FY26 vs FY25 \$ CHANGE	FY26 vs FY25 % CHANGE	FY27 PROPOSED BUDGET	FY27 vs FY26 \$ CHANGE	FY27 vs FY26 % CHANGE
	A	B	C	D = C - B	E = D / B	F	G = F - C	H = G / C
63 Workers Compensation	4,352,891	5,017,476	5,174,476	157,000	3.1%	5,174,476	-	0.0%
64 Insurance	3,382,554	3,966,913	4,199,896	232,983	5.9%	4,668,452	468,556	11.2%
65 Contracted Urban Bus (CUB) Insurance	1,574,418	1,887,816	1,985,000	97,184	5.1%	2,110,000	125,000	6.3%
66 American Disabilities Act Insurance	1,323,784	1,591,774	1,735,000	143,226	9.0%	1,860,000	125,000	7.2%
67 Claims Reserves and Payments	1,529,012	6,050,000	4,625,000	(1,425,000)	-23.6%	4,625,000	-	0.0%
68 Contracted Urban Bus (CUB) Claims Reserves & Payments	5,082,280	1,000,000	-	(1,000,000)	-100.0%	-	-	0.0%
69 American Disabilities Act Claims Reserves & Payments	-	-	-	-	0.0%	-	-	0.0%
70 Promotional Advertising and Events	491,563	592,601	815,230	222,629	37.6%	815,230	-	0.0%
71 Banking and Transaction Fees	354,423	427,000	491,700	64,700	15.2%	521,700	30,000	6.1%
72 Leases and Rentals	494,565	419,461	4,160,573	3,741,112	891.9%	4,725,573	565,000	13.6%
73 Employee Programs	531,663	1,307,726	1,517,380	209,654	16.0%	1,430,980	(86,400)	-5.7%
74 Training and Business Travel	502,464	944,638	953,444	8,806	0.9%	949,684	(3,760)	-0.4%
75 Dues and Membership	198,771	287,111	299,482	12,371	4.3%	309,398	9,916	3.3%
76 Other Expenses	167,979	144,251	174,345	30,094	20.9%	176,133	1,788	1.0%
77 Indirect Admin and Overhead Costs - Non-Labor	16,335,183	15,060,000	13,052,377	(2,007,623)	-13.3%	13,052,377	-	0.0%
78 Non-Labor Subtotal: Other	36,321,552	38,696,767	39,183,903	487,136	1.3%	40,419,003	1,235,100	3.2%
79								
80 Debt Service	19,142,898	20,633,309	18,595,250	(2,038,059)	-9.9%	26,007,500	7,412,250	39.9%
81 Pass-Through to Other Agencies		1,355,787	1,355,788	1	0.0%	-	(1,355,788)	-100.0%
82								
83 TOTAL - OPERATING USES	270,970,327	306,213,119	323,717,266	17,504,147	5.7%	339,249,367	15,532,101	4.8%
84								
85 Prop A Sales Tax Allocation - Capital Program	13,697,076	25,906,722						
86 Measure W Sales Tax Allocation - Capital Program	28,722,572	26,451,715						
87 Operating Reserve	5,200,000	1,141,931	4,803,329			2,368,910		
88 Sales Tax Stabilization Fund								
89 Capital Maintenance Reserve						1,000,000		
90 Reserves for Future Capital Allocation - Headquarters	23,261,476							
91 Reserves for Future Measure W Allocations	15,079,047	4,443,496						
92 Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way		496,477	698,333			729,783		
93 Subtotal - Allocations & Contributions	85,960,172	58,440,341	5,501,662			4,098,693		
94								
95 TOTAL - USES	356,930,498	364,653,460	329,218,928	(35,434,532)	-9.7%	343,348,060	14,129,131	4.3%
96 SURPLUS/(DEFICIT)	0	(28,828,430)	4,932,075			(4,387,629)		
97 Draw from Prior Year's Measure W						2,000,000		
98 Draw from Prior Years' Surpluses	(0)	28,828,430				2,387,629		
99 ADJUSTED SURPLUS/(DEFICIT)	-	-	4,932,075			-		

Note:

This statement does not include costs related to wages and benefits, including the associated CalPERS and Retiree Medical Benefits incurred by the District on behalf of Caltrain, TA, SMCEL-JPA, and District's Capital wages and benefits



San Mateo County Transit District

Fiscal Year 2026 Proposed Capital Budget

			FUNDING			
	PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY26 Proposed	STA SOGR	District Sales Tax (Prior Years' Surpluses)	Measure W Sales Tax (Prior Years' Unallocated)
1 REVENUE VEHICLE REPLACEMENT / SUPPORT						
1	Major Bus Components	Purchase new or rebuilt bus parts not accounted for in the operating budget and that exceed \$5,000.	\$ 606,520			\$ 606,520
Subtotal			\$ 606,520	\$ -	\$ -	\$ 606,520
2 NON-REVENUE VEHICLE REPLACEMENT / SUPPORT						
2	Maintenance Equipment	Procurement of key maintenance equipment, including electric carts, vehicle lifts, diagnostic tools, EV-specific tooling, and safety systems, to replace outdated assets and support maintenance operations for both existing and new bus fleets, including zero-emission vehicles.	\$ 759,353			\$ 759,353
3	Replacement Non-Rev Svc Support Vehicles	Replace (10) 2016 Toyota Siennas and (3) 2016 Ford Fusions with newer hybrid vehicle technology to help the District reduce green house gas emissions.	\$ 479,232			\$ 479,232
Subtotal			\$ 1,238,585	\$ -	\$ -	\$ 1,238,585
3 FACILITIES / CONSTRUCTION						
4	Brewster Office Trailers and Furnishings	Relocate two existing office trailers and furnish two new trailers with office furniture to accommodate District staff at Brewster, supporting CUB/Paratransit operations over a period of 7-10 years.	\$ 136,800			\$ 136,800
5	Concrete Replacement at NB, SB, and Sequoia Station	Replace failed concrete at District properties.	\$ 342,000			\$ 342,000
6	NB and SB Steam Bay Hydraulic Lifts	Assess eight (8) hydraulic lifts at North and South Base steam bays, including equipment functionality and environmental conditions. The review will inform a repair/replacement strategy, which may include replacing in-ground lifts with surface-mounted scissor lifts if warranted.	\$ 256,500			\$ 256,500
7	Replace NB Underground Utilities	Replace corroded utilities (e.g., electrical system) at North Base caused by saltwater intrusion, currently pose safety and environmental risks.	\$ 342,000			\$ 342,000
8	North Base Sewer Line: Assess, Repair, and/or Replace	Assess and remediate the corroded North Base sewer line, in service since 1984, due to saltwater intrusion. Replace the line if necessary to address health and safety risks.	\$ 114,000			\$ 114,000
9	NB and SB In-shop Hydraulic Lifts	Assess 56 in-shop hydraulic lifts at North and South Base to determine condition and develop a repair/replacement strategy.	\$ 342,000			\$ 342,000
Subtotal			\$ 1,533,300	\$ -	\$ -	\$ 1,533,300
4 INFRASTRUCTURE						
Subtotal			\$ -	\$ -	\$ -	\$ -
5 INFORMATION TECHNOLOGY / ITS						
Subtotal			\$ -	\$ -	\$ -	\$ -
6 SAFETY AND SECURITY						
10	Base Security	Implement engineering controls to enhance base security, including electronic gate access, key card entry for buildings and off-site restrooms, upgraded lighting, perimeter fencing, and new CCTV systems.	\$ 285,000		\$ 285,000	
11	Security Assessment at SamTrans Bases	Fund a consultant to conduct a threat and vulnerability assessment and develop a security plan, including upgrades to CCTV, lighting, gates, locks, and evaluation of cyber threats.	\$ 285,000		\$ 285,000	
Subtotal			\$ 570,000	\$ -	\$ 570,000	\$ -
7 PLANNING / DEVELOPMENT						
12	Capital Contingency Fund	Fund unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.	\$ 250,000		\$ 250,000	
13	Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000	
14	Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ 250,000		\$ 250,000	
Subtotal			\$ 750,000	\$ -	\$ 750,000	\$ -
GRAND TOTAL			\$ 4,698,405	\$ -	\$ 1,320,000	\$ 3,378,405



San Mateo County Transit District

Fiscal Year 2027 Proposed Capital Budget

	PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY27 Proposed	FUNDING		
				STA SOGR	District Sales Tax (Prior Years' Surpluses)	Measure W Sales Tax (Prior Years' Unallocated)
1 REVENUE VEHICLE REPLACEMENT / SUPPORT						
1	Major Bus Components	Purchase new or rebuilt bus parts not accounted for in the operating budget and that exceed \$5,000.	\$ 864,846		\$ 864,846	
Subtotal			\$ 864,846	\$ -	\$ 864,846	\$ -
2 NON-REVENUE VEHICLE REPLACEMENT / SUPPORT						
2	Maintenance Equipment	Procurement of key maintenance equipment, including electric carts, vehicle lifts, diagnostic tools, EV-specific tooling, and safety systems, to replace outdated assets and support maintenance operations for both existing and new bus fleets, including zero-emission vehicles.	\$ 194,256	\$ 194,256		
3	Replacement Non-Rev Svc Support Vehicles	Replace (4) 2017 Ford F250 Facilities Maintenance Trucks, (2) 2017 Ford F350 Maintenance shop trucks, (1) 2017 Ford F350 Flat Bed and (1) 2019 Ford Transit 150 service van to newer and cleaner emission vehicle technology to help the District reduce greenhouse gas emissions. All vehicles are projected to exceed 150,000 miles by the planned replacement date based on current usage trends.	\$ 532,049	\$ 532,049		
Subtotal			\$ 726,305	\$ 726,305	\$ -	\$ -
3 FACILITIES / CONSTRUCTION						
4	Concrete Replacement at NB, SB, and Sequoia Station	Replace failed concrete at District properties.	\$ 342,000	\$ 342,000		
5	NB and SB Steam Bay Hydraulic Lifts	Assess eight (8) hydraulic lifts at North and South Base steam bays, including equipment functionality and environmental conditions. The review will inform a repair/replacement strategy, which may include replacing in-ground lifts with surface-mounted scissor lifts if warranted.	\$ 256,500			\$ 256,500
6	Replace NB Underground Utilities	Replace corroded utilities (e.g., electrical system) at North Base caused by saltwater intrusion, currently pose safety and environmental risks.	\$ 2,280,000			\$ 2,280,000
7	North Base Sewer Line: Assess, Repair, and/or Replace	Assess and remediate the corroded North Base sewer line, in service since 1984, due to saltwater intrusion. Replace the line if necessary to address health and safety risks.	\$ 256,500			\$ 256,500
8	NB and SB In-shop Hydraulic Lifts	Assess 56 in-shop hydraulic lifts at North and South Base to determine condition and develop a repair/replacement strategy.	\$ 228,000			\$ 228,000
Subtotal			\$ 3,363,000	\$ 342,000	\$ -	\$ 3,021,000
4 INFRASTRUCTURE						
Subtotal			\$ -	\$ -	\$ -	\$ -
5 INFORMATION TECHNOLOGY / ITS						
Subtotal			\$ -	\$ -	\$ -	\$ -
6 SAFETY AND SECURITY						
Subtotal			\$ -	\$ -	\$ -	\$ -
7 PLANNING / DEVELOPMENT						
9	Capital Contingency Fund	Fund unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.	\$ 250,000		\$ 250,000	
10	Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000	
11	Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ 250,000		\$ 250,000	
Subtotal			\$ 750,000	\$ -	\$ 750,000	\$ -
GRAND TOTAL			\$ 5,704,151	\$ 1,068,305	\$ 1,614,846	\$ 3,021,000



FY26 and FY27 Proposed Budgets



Agenda

- I. May Board Feedback
- II. FY26/27 Operating Sources
- III. FY26/27 Operating Uses
- IV. FY26/27 Capital Budgets
- V. Next Steps

I. May Board Feedback

1. Reduce Reliance on Prior Years' Surpluses ✓

Cost Reduction: FY26 \$2.2M / FY27 \$2.7M

- Froze certain administrative positions
- Reduced discretionary spending

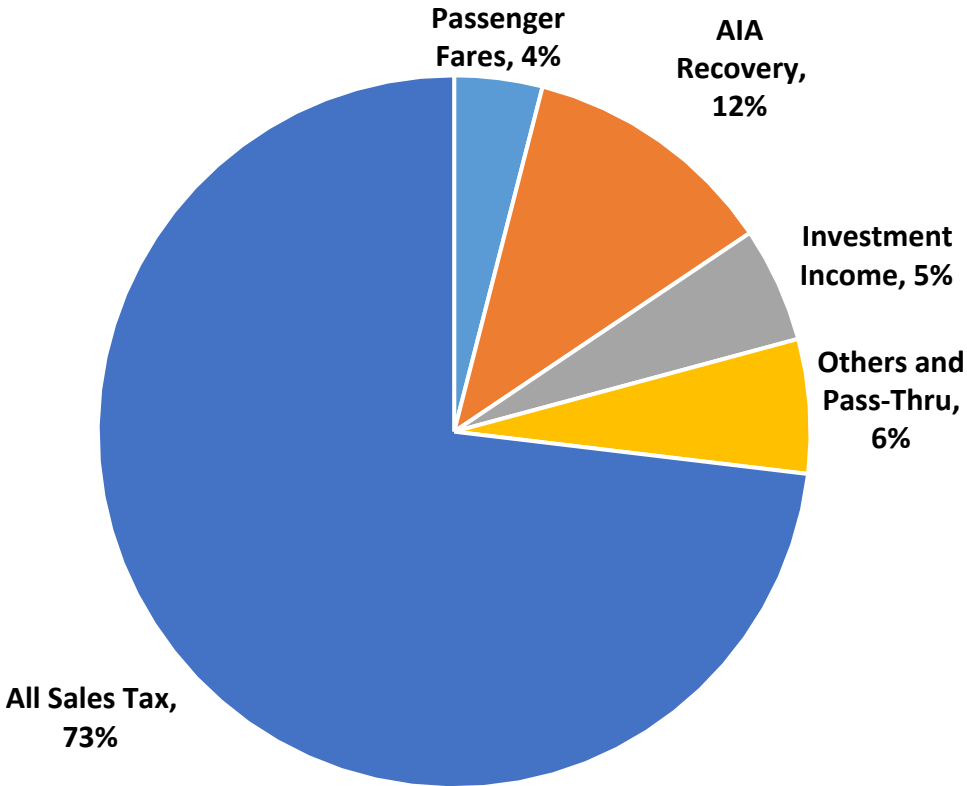
2. Develop contingency plan for potential loss of federal ADA funds 🔍

- Assess service reductions
 - Coverage within the required half mile radius of fixed-route transit
- Utilize prior years' surpluses as a short-term bridge

II. FY26/FY27 Sources: Budget (\$ Millions)

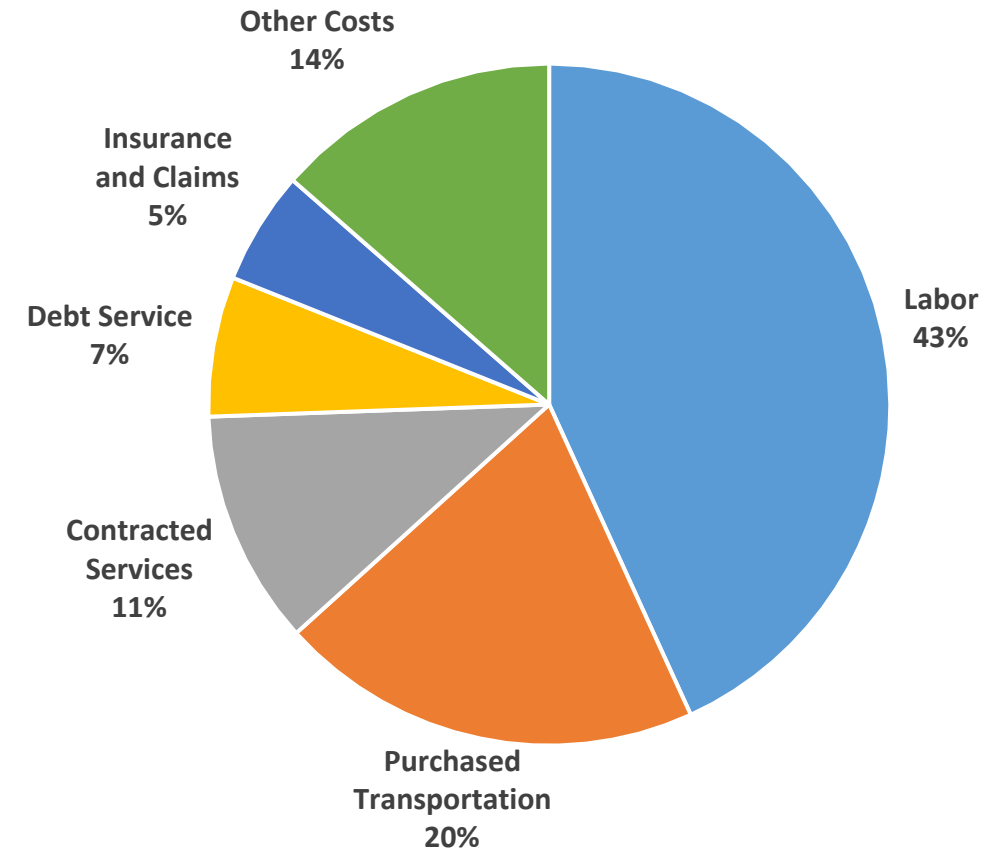
Sources	FY26 Prelim	FY26 Proposed	FY27 Proposed
Passenger Fares	\$13.3	\$13.3	\$13.6
AIA Recovery	39.0	39.0	39.0
Investment Income	18.0	18.0	17.2
Other and Pass-Through*	17.4	20.9	20.0
All Sales Tax	242.9	242.9	249.1
Total Sources	\$330.6	\$334.1	\$338.9

* Includes Rental Income and Employer SamTrans Shuttle Funds



III. FY26/FY27 Uses: Budget (\$ Millions)

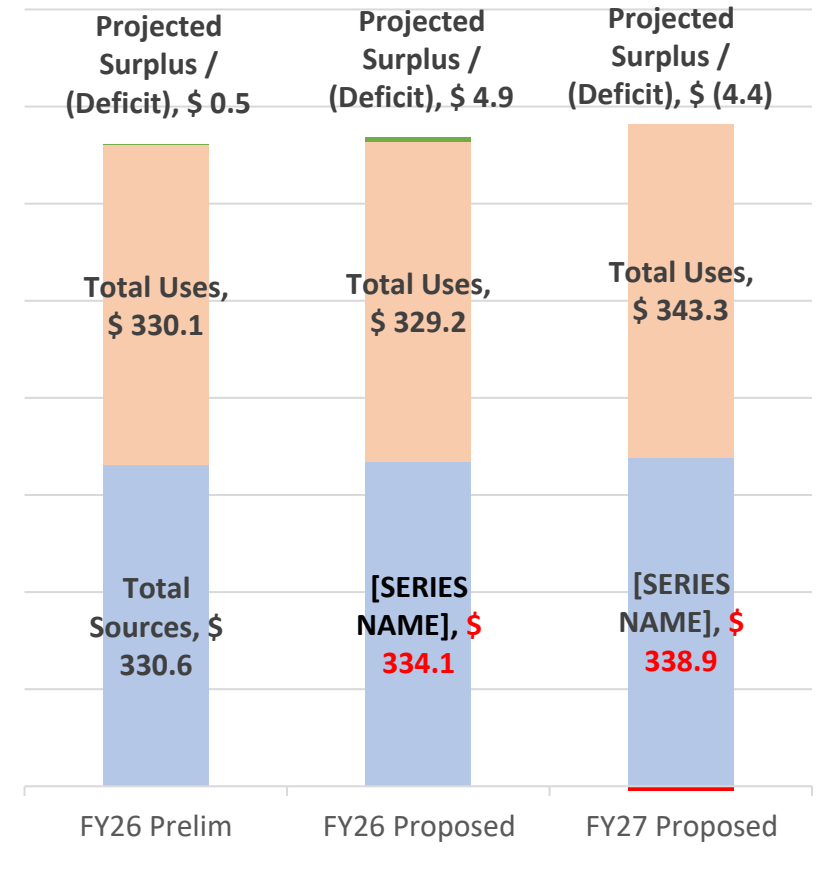
Uses	FY26 Prelim	FY26 Proposed	FY27 Proposed
Operating Expenses	\$305.8	\$305.1	\$313.2
Labor	142.8	142.2	148.2
Purchased Transportation	65.1	66.2	69.1
Contracted Services	38.5	38.1	36.8
Materials & Supplies	15.2	15.0	15.5
Utilities	3.1	3.1	3.2
Insurance and Claims	17.7	17.7	18.4
Other, Managing Costs, Pass-Through	23.4	22.8	22.0
Non-Operating Expenses	24.3	24.1	30.1
Debt Service	18.6	18.6	26.0
Allocations & Contributions	5.7	5.5	4.1
Total Uses	\$330.1	\$329.2	\$343.3



III. FY26/FY27 Net Result

(\$ Millions)

Summary	FY26 Prelim	FY26 Proposed	FY27 Proposed
Total Sources	\$330.6	\$334.1	\$338.9
Total Uses	330.1	329.2	343.3
Projected Surplus/(Deficit)	0.5	4.9	(4.4)
Draw from Prior Years' Measure W	-	-	2.0
Draw from Prior Years' Surpluses	-	-	2.4
Adjusted Surplus/(Deficit)	\$0.5	\$4.9	\$ -



III: Responding in FY26 & FY27

1. Conduct fare analysis
2. Analyze service productivity
3. Assess revenue generation options
4. Evaluate labor efficiencies
5. Reduce non-labor discretionary costs
6. Implement fare adjustments
7. Consider budget amendment based on FY26 productivity analysis

IV: FY26/FY27 Capital Budget Overview

- Phase 1 (proposed budget): focuses on SOGR, safety and security, and facilities projects addressing core District needs
- Phase 2 (future amendment): adds capital projects that align with long-term priorities following CIP adoption
- Draft CIP will incorporate feedback from Board Workshop and include:
 - Recommended capital projects for FY26-29 (fiscally constrained)
 - Prioritized capital project list for FY26-35 (unconstrained)
- Capital reserve policy following adoption of the CIP

IV: FY26/FY27 Capital Sources/Uses by Category (\$ Millions)

Capital Sources	FY26	FY27
STA State of Good Repair	\$ -	\$1.1
District Sales Tax (Prior Years' Surpluses)	1.3	1.6
Measure W (Prior Years' Unallocated)	3.4	3.0
Total	\$4.7	\$5.7

Capital Uses	FY26	FY27
Revenue Vehicle Support	\$0.6	\$0.9
Non-Revenue Vehicle Support	1.2	0.7
Facilities / Construction	1.5	3.3
Safety and Security	0.6	-
Planning / Development	0.8	0.8
Total	\$4.7	\$5.7

V: Next Steps

- July Board:
 - CIP Adoption
- August Board:
 - Capital Reserve Policy
- September Board:
 - Capital Budget amendment (phase II)



Item #9.b.4.
6/4/2025
Thank You



BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Legislative Committee Meeting Committee of the Whole

June 4, 2025 – 3:00 pm

or immediately following the Finance Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Josh Powell (Chair), Peter Ratto, Jackie Speier

- | | | |
|--------|---|--------|
| 9.c.1. | Call to Order | |
| 9.c.2. | Approval of Minutes of the Legislative Committee Meeting of May 7, 2025 | Motion |
| 9.c.3. | Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin) | Motion |
| 9.c.4. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Legislative Committee Meeting / Committee of the Whole
DRAFT Minutes of May 7, 2025**

Members Present (In Person): P. Ratto, J. Speier, J. Powell (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: D. Canepa, M. Chuang, B. Esser, J. Gee

Other Board Members Present Constituting Committee of the Whole (Via Teleconference):
R. Medina

Other Board Members Absent: M. Fraser

Staff Present: J. Brook, J. Cassman, A. Chan, J. Epstein, M. Tseng, S. van Hoften

8.c. 1. Call to Order

Committee Chair Josh Powell called the meeting to order at 5:07 pm.

8.c.2. Approval of Minutes of the Legislative Committee Meeting of April 2, 2025

Motion/Second: Esser/Canepa

Ayes: Canepa, Esser, Medina, Powell, Ratto, Speier, Chuang, Gee

Noes: None

Absent: Fraser

8.c.3. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1372 (Papan)

Jessica Epstein, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal:

- House and Senate approved budget resolution
- District submitted \$2 million earmark request; President released budget
- Tracking ARCHES (Alliance for Renewable Clean Hydrogen Energy Systems) closely as state is recipient of federal money
- Secretary of Transportation grant recipients must comply with no DEI (Diversity, Equity, and Inclusion) program

State:

- May revise to budget significant change from January budget
- Assembly Bill (AB) 810 will require agencies website and emails to become a dot gov (.gov) instead a dot -com (.com)
- AB 1372 Caltrain bill for electrical generation – pulling recommendation for now

Regional:

- The eventual Senate Bill (SB) 63 language will be replaced with all participating counties and agencies

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

- Assist with identifying earmarks

Public Comment

Aleta Dupree, Team Folds, commented on AB 1372 and requested SamTrans continue to support this work.

Adina Levin commented on SB 63; requested staff to comment on transit transformation, greater clarity about where the money is going, and governance.

Roland commented on the VTA (Santa Clara Valley Transportation Authority) fiscal cliff.

The Committee made no motion to approve Legislative Proposal: Assembly Bill 1372 (Papan).

8.c.4. Adjourn – The meeting adjourned at 5:21 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

To: Legislative Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer Jessica Epstein, Director, Government and Community Affairs

Subject: **Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin)**

Action

Staff proposes the Committee:

1. Receive the attached federal and state legislative updates.
2. Approve the recommended San Mateo County Transit District positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

Significance

The 2025 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the state legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specify those bills on which staff proposes that the District take a formal position.

Prepared By: Ana Vasudeo

Government and Community
Affairs Manager

650-730-9917

SamTrans Federal Report June 2025

Congressional Update

House Begins Budget Reconciliation Markups

- House Republicans have continued to advance their budget reconciliation package through the House of Representatives. The House Rules Committee will meet early Wednesday morning to set terms for the bill to meet Speaker Mike Johnson's goal of bringing it to the floor this week. However, there remain ongoing conflicts between some factions of the Republican conference over spending cuts and the state and local tax (SALT) deduction that will complicate final passage.
- The House Transportation & Infrastructure (T&I) Committee approved their respective package by a party-line vote of 36-30 on April 30. With instructions to cut about \$10 billion, the committee is responsible for one of the smaller components of the final bill. In contrast, the Ways & Means and Energy & Commerce Committees were tasked with generating the bulk of the cuts and tax measures.
- The bill includes a new \$250 fee for electric vehicles (EVs) and a \$100 fee for hybrid vehicles. The final text dropped a \$20 registration fee for passenger vehicles, after a number of Republican members expressed opposition to the fee. Funding generated from these new annual fees would be deposited in the Highway Trust Fund to help keep its solvency.
- In the Ways & Means Committee, where Republicans crafted the bill's tax provisions, members advanced sweeping legislation to reauthorize the 2017 Tax Cuts and Jobs Act. Notably, the bill does not make changes to the tax status of municipal bonds. Significant reporting indicated that Republicans were eyeing the tax-exempt status of municipal bonds as a potential revenue generator.
- Below is the House's reconciliation markup schedule:

Committee	Date	Instructions	Status
Armed Services	April 29	Spend up to \$100 billion	Approved on 4/29
Education & Workforce	April 29	Cut at least \$330 billion	Approved on 4/29

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Homeland Security	April 29	Spend up to \$90 billion	Approved on 4/29
Financial Services	April 30	Cut at least \$1 billion	Approved on 4/30
Judiciary	April 30	Spend up to \$110 billion	Approved on 4/30
Oversight	April 30	Cut at least \$50 billion	Approved on 4/30
Transportation & Infrastructure	April 30	Cut at least \$10 billion	Approved on 4/30
Natural Resources	May 6	Cut at least \$1 billion	Approved on 5/6.
Energy & Commerce	May 13	Cut at least \$880 billion	Approved on 5/14
Agriculture	May 13	Cut at least \$230 billion	Approved on 5/14
Ways & Means	May 13	Spend up to \$4.5 trillion, can increase debt limit by \$4 trillion	Approved on 5/14

Administration Update

White House Releases "Skinny" FY 2026 Budget Request

- On May 2, the Trump Administration released a "[skinny](#)" [FY 2026 budget request summary](#), with the full, detailed budget request expected later this month. The summary calls on Congress to reduce nondefense discretionary spending by 17 percent through cuts to most agencies and by eliminating dozens of programs. It calls for \$557 billion in non-defense spending next year, which represents a cut of \$163 billion from current levels.
- The request, which Congress is not required to enact, signals the administration's priorities and marks the first step in the appropriations process for FY 2026, which begins October 1. Appropriators heard from some administration officials this week ahead of drafting and debating the 12 annual funding bills.

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- According to a memorandum released on May 2, the White House is requesting a nearly \$893 billion defense budget, which stops short of the \$1 trillion that the President vowed to provide. This budget outline also factors in the \$113 billion in proposed reconciliation funding, but Congress has yet to pass the bill.
- The request was received coldly by top Republican appropriators, signaling that they intend to chart their own path on FY26 funding.

Energy Secretary Chris Wright Provides Update on Hydrogen Hubs Funding

- On May 7, Department of Energy (DOE) Secretary Chris Wright appeared before the House Energy and Water Development Appropriations Subcommittee to defend the President's FY26 skinny budget request for DOE and answer questions. During the hearing, Secretary Wright was pressed on his Department's overseeing \$7 billion Hydrogen Hubs program. The Secretary maintained that DOE had not made any decisions regarding whether any hydrogen hub would lose funding.
- Secretary Wright added that DOE would soon be sending a review letter back to the bipartisan congressional delegation that [voiced support](#) about the federal funding for California's ARCHES Hydrogen Hub.

DOT Secretary Issues Letter to Federal Funding Applicants

- Department of Transportation (DOT) Secretary Sean Duffy released a [letter](#) reminding recipients of federal financial assistance from DOT of certain requirements DOT expects entities to abide by. Duffy informs that recipients of federal assistance enter into partnership with the federal government and are expected "to comply fully with all applicable Federal laws and regulations."
- On immigration, Duffy stated that recipients of federal grant dollars are to cooperate generally with Federal authorities "in the enforcement of Federal law, including cooperating with and not impeding U.S. Immigration and Customs Enforcement (ICE) and other Federal offices and components of the Department of Homeland Security in the enforcement of Federal immigration law."
- Duffy clarified that under the Trump Administration, officials view diversity, equity, and inclusion (DEI) programs as illegal. As a result, applicants are expected to follow federal laws and remove hiring preferences and other actions that could be considered DEI.

President Trump Signs Executive Orders Targeting Sanctuary Cities

- President Trump signed two executive orders targeting sanctuary jurisdictions, in an effort to compel localities to cooperate and assist with federal immigration enforcement. "[Strengthening and Unleashing America's Law Enforcement to Pursue Criminals and Protect Innocent Citizens](#)" and "[Protecting American Communities from Criminal](#)

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Aliens” would direct the Attorney General and Department of Homeland Security (DHS) Secretary to take new action to identify and punish sanctuary cities.

- The Attorney General and DHS Secretary will publish a list of state and local jurisdictions that obstruct the enforcement of federal immigration laws. The purpose of this list is to openly identify jurisdictions out of line with Trump Administration policy. President Trump has also directed the Attorney General to pursue legal action against state or local officials obstructing criminal or immigration law enforcement. The executive order cites the withholding of federal funding as a measure that the Trump Administration could also utilize when taking action against these localities.

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Bill ID/Topic	Location	Summary	Position
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch
AB 33 Aguiar-Curry D Autonomous vehicles.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human operator on any highway within the State of California. The bill would declare that a violation of this prohibition is not an infraction and is instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions. This bill contains other related provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch
AB 99 Ta R Electrical corporations: rates.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.	Recommend Support
AB 334 Petrie-Norris D Operators of toll facilities: interoperability programs: vehicle information.	This bill is on the Assembly Floor.	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle's use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data and that is required to implement interstate interoperability.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch
AB 370 Carrillo D California Public Records Act: cyberattacks.	Pending referral to policy committee.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
AB 394 Wilson D Public transportation providers.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee, public transportation provider, or contractor of a public transportation provider. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025
AB 421 Solache D Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.	This bill is in the Assembly Public Safety Committee.	Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, on in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
AB 467 Fong D Open meetings: teleconferences: neighborhood councils.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030. This bill contains other related provisions and other existing laws.	Watch
AB 476 González, Mark D Metal theft.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver’s license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. The bill would prohibit a junk dealer or recycler from purchasing nonferrous metals from a person under 18 years of age. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 541 DeMaio R California Public Records Act Ombudsperson.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch
AB 810 Irwin D Local government: internet websites and email addresses.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a ".gov" top-level domain or a ".ca.gov" second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a ".gov" domain name or a ".ca.gov" domain name no later than January 1, 2029. Existing law defines "local agency" for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term "local agency" from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a ".edu" domain to satisfy these requirements, and would specify that these requirements do not apply to a K-12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Recommend Oppose

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Bill ID/Topic	Location	Summary	Position
AB 939 Schultz D The Safe, Sustainable, Traffic- Reducing Transportation Bond Act of 2026.	This bill is in the Assembly Transportation Committee.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This bill is on the Suspense File in the Assembly Appropriations Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 996 Pellerin D Public Resources: California Coastal Act of 1976: California Coastal Planning Fund: sea level rise plans.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law, the California Coastal Act of 1976, provides for the protection of California's coast and requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit, except as specified. The act requires the issuance of a coastal development permit if the proposed development is in conformity with the certified local coastal program. The act provides for the certification of local coastal programs by the California Coastal Commission. The bill would establish the California Coastal Planning Fund in the State Treasury to help local governments adequately plan for the protection of coastal resources and public accessibility to the coastline. The bill would, upon appropriation by the Legislature, make moneys in the fund available to the commission for various state and local costs relating to local coastal program development and sea level rise plans and to administer the fund, as provided. The bill would authorize the commission to expend moneys in the fund to assist specified eligible recipients, including, among others, the San Francisco Bay Conservation and Development Commission, and to take specified action to administer the fund. The bill would authorize the San Francisco Bay Conservation and Development Commission to set appropriate requirements as a condition of funding for moneys provided to it from the fund. The bill would make findings and declarations related to a gift of public funds. This bill contains other related provisions and other existing laws.	Watch
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	This bill is on the Suspense File in the Assembly Appropriations Committee.	<p>Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions governing forfeiture described above. This bill contains other related provisions and other existing laws.</p>	Watch
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This bill is on the Suspense File in the Assembly Appropriations Committee.	<p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1198 Haney D Public works: prevailing wages.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.	Watch
AB 1207 Irwin D Climate change: market-based compliance mechanism: price ceiling.	This bill is on the Assembly Floor.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1243 Addis D Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
AB 1250 Papan D Transit operators: paratransit: recertification of eligibility.	This bill is on the Assembly Floor.	Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Existing law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Watch
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. Existing law also establishes the Labor and Workforce Development Agency in state government under the supervision of the Secretary of Labor and Workforce Development, and charges the agency with oversight of specified departments, boards, and panels. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the Labor and Workforce Development Agency to enforce these provisions. The bill would define various terms for purposes of the act and would make related legislative policy statements.	Watch

San Mateo County Transit District
State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
AB 1410 Garcia D Public utilities: service outages and updates: alerts.	This bill is on the Suspense File in the Assembly Appropriations Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each public utility to provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information by email or telephone. This bill contains other related provisions and other existing laws.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill is in the Senate Appropriations Committee.	Existing law provides various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.	Watch

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
SB 63 Wiener D San Francisco Bay area: local revenue measure: transportation funding.	This bill is on the Suspense File in the Senate Appropriations Committee.	Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvented directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.	Watch
SB 71 Wiener D California Environmental Quality Act: exemptions: transit projects.	This bill is on the Suspense File in the Senate Appropriations Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025

San Mateo County Transit District State Legislative Matrix 5/19/2025

Bill ID/Topic	Location	Summary	Position
SB 79 Wiener D Local government land: public transit use: housing development: transit-oriented development.	This bill is in the Senate Appropriations Committee.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “surplus land” for these purposes to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “agency’s use” for these purposes to include land that is being used for agency work or operations, as provided. Existing law exempts from this definition of “agency’s use” certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, “agency’s use” may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above. The bill would also revise the definition of “agency’s use” with respect to commercial or industrial uses to instead provide that a district or a public transit operator may use land for commercial or industrial uses or activities, as described above. This bill contains other related provisions and other existing laws.	Watch
SB 239 Arreguín D Open meetings: teleconferencing: subsidiary body.	This bill is on the Senate Floor.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. This bill contains other related provisions and other existing laws.	Recommend Support

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Bill ID/Topic	Location	Summary	Position
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill is in the Assembly Local Government Committee.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Sponsor February 2025
SB 419 Caballero D Hydrogen fuel.	This bill is in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. This bill contains other related provisions and other existing laws.	Watch
SB 445 Wiener D Transportation: planning: complete streets facilities: sustainable transportation projects.	This bill is on the Senate Floor.	Existing law requires the Department of Transportation to improve and maintain the state's highways. Existing law authorizes the department to issue encroachment permits and requires the department to either approve or deny an application from an applicant for an encroachment permit within 60 days of receiving a completed application, as provided. Existing law also requires the department, on or before January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. This bill would instead require the department to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This bill is on the Suspense File in the Senate Appropriations Committee.	Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.	Watch
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill is in the Assembly Transportation Committee.	(1)Existing law requires that each application for an original or a renewal of a driver's license contain certain information, including the applicant's true full name, age, mailing address, and gender. Existing law also provides that if a driver's license is lost, destroyed, or mutilated, or if a new true full name is acquired, the person to whom the driver's license was issued shall obtain a duplicate if the person provides satisfactory proof of the loss, destruction, or mutilation. A violation of these provisions is an infraction. This bill would authorize a person who submits a change of address, as specified, to apply for a duplicate driver's license. The bill would require the applicant who receives a duplicate through this process to immediately destroy the license containing the prior mailing address. By creating a new crime, this bill would impose a state-mandated local program.	Watch

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This bill is on the Suspense File in the Senate Appropriations Committee.	Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.	Watch
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill is on the Suspense File in the Senate Appropriations Committee.	Current law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 642 Limón D Employment: payment of wages.	This bill is in the Senate Appropriations Committee.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines “pay scale” as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of “pay scale” to mean an estimate of this expected wage range that is made in good faith. This bill contains other related provisions and other existing laws.	Watch
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is on the Senate Floor.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that the city council or county board of supervisors encourage residents to participate in public meetings, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	Pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California’s workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 735 Committee on Local Government Validations.	This bill is in the Assembly Local Government Committee.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This bill is on the Senate Floor.	The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.	Watch
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill is in the Senate Appropriations Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Support April 2025

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Bill ID/Topic	Location	Summary	Position
AB 35 Alvarez D California Environmental Quality Act: clean hydrogen transportation projects.	This is a two-year bill.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws.	Watch
AB 778 Chen R Local Agency Public Construction Act: internet website posting.	This is a two-year bill.	Existing law, the Local Agency Public Construction Act, sets forth the requirements for the payment of construction projects by local agencies. Existing law, the State Contract Act, imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Existing law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000. The bill would prohibit a local agency that fails to comply with these provisions from withholding any retention proceeds from any remaining payment, as specified. By adding to the duties of local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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<p><u>AB 1070</u> <u>Ward</u> D</p> <p>Transit districts: governing boards: compensation: nonvoting members.</p>	<p>This is a two-year bill.</p>	<p>Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><u>AB 1372</u> <u>Papan</u> D</p> <p>Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.</p>	<p>This is a two-year bill.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.</p>	<p>Watch</p>
<p><u>AB 1421</u> <u>Wilson</u> D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/19/2025

<p>AB 1472 Hart D</p> <p>California Sea Level Rise State and Regional Support Collaborative.</p>	<p>This is a two-year bill.</p>	<p>Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.</p>	<p>Watch</p>
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors: train length: emergency vehicle crossing.</p>	<p>This is a two-year bill.</p>	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train with maximum spacing specified for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.</p>	<p>Watch</p>



May 19, 2025

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – June 2025**

General Update

As has been highlighted in previous reports, state legislators introduced approximately 2,350 bills in the first year of the 2025-2026 Legislative Session. Throughout the spring, bills have been heard in legislative policy committees. Most bills that pass policy committees were referred to the appropriations committees. Bills determined to have a modest fiscal impact on the state are referred to the appropriations committees' suspense files. The deadline for the fiscal committees to move bills to the floor of each house is May 23; thus, we expect the appropriations committees' suspense file hearings to be held on May 23. Bills that advance to the Assembly or Senate Floor have until June 6 to pass (House of Origin Deadline). For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

Governor Releases May Revise

Governor Newsom released his "May Revise" on May 14. The May Revise serves as the Governor's mid-year update to his Proposed Fiscal Year 2025-26 budget, which was released on January 10. You may recall that the Governor's proposed budget in January presented a balanced budget with a modest surplus of \$363 million. However, since then, the state has experienced a series of significant events, resulting in a notably worsened fiscal outlook. The May Revise now projects an estimated state budget deficit of \$12 *billion* for FY 2025-26. To address this shortfall, the Governor has proposed a variety of spending reductions, delays, fund shifts, and withdrawals from the State's rainy-day fund.

In a break from the January budget, the May Revise would reduce the planned investment in the Transit Intercity Rail and Capital Program (TIRCP) for Fiscal Year 2025-26, as established by the Budget Act of 2023 (AB 102 / SB 125), from \$1 billion to \$812 million. This proposed funding reduction reflects broader proposed changes to the Cap-and-Trade program described below, which will be subject to negotiation between the Governor's Administration and Legislature as part of Cap-and-Trade reauthorization. Said differently, there remains a possibility that this proposed funding reduction will not materialize.

The May Revise does not include \$2 billion in new money for transit as proposed by Senator Jesse Arreguin of Berkeley and Assemblymember Mark Gonzalez of Los Angeles, and supported by a broad coalition of stakeholders, including the California Transit Association. This is not surprising given this proposal is a *legislative* priority. It will continue to be discussed as part of final budget negotiations

between the Governor and the Legislature. As a reminder, the Legislature has until June 15 to send a balanced budget to the Governor.

Below is a table showing how the State Transit Assistance program is expected to finish FY 2024-25, while also looking ahead to FY 2025-26.

REVENUE ESTIMATES FOR FY 2025-26 @ MAY REVISE (MAY 14)			
FUNDING SOURCE	FY 2024-25 (MR)	FY 2025-26 (GB)	FY 2025-26 (MR)
STA			
Base Rate (2.375%)	\$262,800	\$262,472	\$264,049
Incremental Rate (1.75%)	\$178,183	\$177,657	\$179,104
SB 1 Rate (3.5%)	\$356,366	\$355,314	\$358,208
STA SOGR (30% of TIF)	\$135,913	\$137,953	\$137,953
Total	\$933,262	\$933,396	\$939,314
Intercity & Commuter Rail			
Base Rate (2.375%)*	\$262,800	\$262,472	\$264,049
SB 1 Rate (0.5%)	\$50,909	\$50,759	\$51,173
Total	\$313,709	\$313,231	\$315,222
TIRCP			
Cap & Trade (10% of GGRF)**	\$376,000	\$374,000	\$0
SB 1 (70% of TIF)	\$317,130	\$321,890	\$321,890
Total	\$693,130	\$695,890	\$321,890
LCTOP			
Cap & Trade (5% of GGRF)**	\$188,000	\$187,000	\$0
LTF			
Local Sales and Use Tax (.25%)	\$2,462,563	\$2,425,270	\$2,425,270
*Funds used for additional Caltrans purposes			
**Amounts in FY 2025-26 (MR) reflect Governor's proposal to zero-out the GGRF program			

Governor Lays Groundwork for Cap-and-Trade Re-Authorization

One of the biggest proposals announced by the Governor in the May Revise is his desire to extend California's Cap-and-Trade program, renamed the *Cap-and-Invest* program by Governor Newsom. This program provides billions of dollars annually to the Greenhouse Gas Reduction Fund (GGRF) and funds a variety of transit programs (TIRCP, LCTOP, ZETCP). While the Governor is asking the Legislature to extend the program to 2045 to provide greater market certainty and align with California's existing 2045 carbon-neutrality goal, it is our understanding it is his desire to eliminate all current GGRF expenditures and programs starting in FY 2025-26 and work with the Legislature to rebuild the GGRF expenditure program from the ground up.

As part of his opening salvo, the Governor is proposing to shift \$1.5 billion from the General Fund to the GGRF on an ongoing basis to support CAL FIRE, while also guaranteeing the high-speed rail project \$1 billion annually from the GGRF (in lieu of a percentage).

Said differently, this "plan" would eliminate future continuous appropriations to the Low Carbon Transit Operations Program (LCTOP) and the Transit Intercity Rail and Capital Program (TIRCP), as well as eliminate \$188 million in FY 2025-26 funding for the formula-based TIRCP (as described above) and \$700 million in out-year funding for the Zero-Emission Transit Capital Program (ZETCP) committed in FYs 2026-27 through 2027-28. Continuous appropriations to the transit / housing Affordable Housing Sustainable Communities (AHSC) program would also be eliminated. In public forums, the Administration has stated its intent to continue to fund transit, but to be clear, these programs, or any alternative transit funding program(s) from the GGRF, would be subject to budget negotiations.

SamTrans has several relevant points of interest across these programs. SamTrans receives approximately \$2.5 million each year from **LCTOP**. These monies will play a vital role as matching funds for larger federal infrastructure grants in Fiscal Year 2026 and Fiscal Year 2027. In addition, these funds could be alternatively reallocated to operations if needed. Although SamTrans does not currently have any **TIRCP** funds in either Fiscal Year 2026 or Fiscal Year 2027 budgets, they are exploring the possibility of applying for TIRCP money for some larger infrastructure projects and future bus purchases. Lastly,

SamTrans is applying for one **AHSC** Cycle 9 grant for \$2.5 million for bus stop improvements in South San Francisco.

Governor Newsom Appoints New CARB Member

On April 25, Governor Newsom announced the appointment of Riverside Mayor Patricia Lock Dawson to the California Air Resources Board (CARB). Dawson will serve as the board's member from the South Coast Air Quality Management District, replacing attorney Gideon Kracov, who stepped down from CARB and SCAQMD earlier this month. Dawson was picked by cities in Riverside County to represent their region on SCAQMD in March 2023. She previously ran a consulting firm and was a wildlife biologist at the Bureau of Land Management.

Speaker Rivas Makes Change at Coastal Commission

On May 16, Assembly Speaker Robert Rivas announced that he is appointing Monterey County Supervisor Chris Lopez to the California Coastal Commission, replacing current California Coastal Commission Chair and Santa Cruz County Supervisor Justin Cummings. Supervisor Lopez, a longtime local colleague of Speaker Rivas, was first elected to the Board of Supervisors in 2018.

CalSTA Holds Tenth Transit Transformation Task Force Meeting

The California State Transportation Agency's Transit Transformation Task Force met for its tenth time in San Francisco on April 25. The meeting included a new discussion on the process and timeline for completing the Task Force's report to the Legislature by October 30, 2025, and afforded Task Force members the opportunity to review the draft staff reports on recommendations for Transportation Development Act reform, new transit funding, and improving transit capital construction costs and timelines.

As we have highlighted for you in our last few reports, the California Transit Association (the trade organization to which SamTrans belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force. The next Task Force meeting will take place on June 10 in Los Angeles.

Bills with Recommended Action

SB 239 (Arreguín) Brown Act Teleconferencing Advisory Bodies – RECOMMEND SUPPORT

This bill would authorize a subsidiary body, as defined in the bill, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation. The bill would require the subsidiary body to post the agenda at the primary physical meeting location and make it open to the public. If elected officials serve on the subsidiary body, they would be required to adhere to the status quo ante for teleconferencing under the Brown Act, meaning they would need to post the meeting location and make it open to the public. Recent amendments have added a sunset date of January 1, 2030. This bill is co-sponsored by the League of Cities and State Association of Counties (CSAC).

AB 259 (Rubio) Brown Act Teleconferencing – RECOMMEND SUPPORT

Existing law authorizes local agencies to use teleconferencing for board/council members under certain circumstances (illness, caring for others, travel, etc.) if a quorum of the members participates in person from the same location identified on the agenda and that the location is open to the public and is within the local agency's jurisdiction. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once

per month or less. These provisions currently sunset on January 1, 2026. This bill extends the sunset to January 1, 2030.

AB 810 (Irwin) Internet Website Requirements – RECOMMEND OPPOSE

This bill would expand on existing law to require special districts, joint powers authorities, or other political subdivisions to maintain an internet website with a “.gov” or “.ca.gov” domain. Special districts, joint powers authorities, or other political subdivisions would have until January 1, 2031 to comply with this requirement. While these domains themselves are free, the associated downstream costs for local agencies and districts are very concerning. These include added costs to migrate to the new domain and corresponding email addresses, implementing network login changes, multi-factor authentication, encryption, website redesign, and updating public materials, social media, and more. This would result in significant costs and staff time, for arguably marginal benefits.

Bills of Interest

SB 419 (Caballero) Hydrogen Fuel Sales Tax Exemption

This bill encourages the development of new hydrogen fuel stations and more hydrogen powered vehicles by establishing a sales and use tax exemption for the purchase of hydrogen fuel. This is the latest iteration of a number of bills over the past several years which have attempted to establish a sales tax exemption for hydrogen fuel, but failed to pass the Legislature. SB 419 now sits in the Senate Appropriations Committee, which Senator Caballero Chairs.

AB 476 (M. González) Metal Theft

Co-sponsored by the City of San Jose, this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law.

AB 1070 (Ward) Transit District Governing Boards

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system each month. The bill would also require the governing board of a transit district to include 2 nonvoting members. One nonvoting member would be required to be a user of the transit service, and the other nonvoting member would be recommended by the labor organization representing transit employees. ***This is now a 2-year bill.***

AB 1372 (Papan) Renewable Electrical Generation from Regenerative Braking

In the final week of April, AB 1372 (Papan) – sponsored by Caltrain – was made into a two-year bill. AB 1372 would allow Caltrain to be credited for the electricity it exports to the grid based on its value, determined by the avoided cost to the suppliers and distributor of buying clean energy elsewhere. This would be facilitated through a net billing tariff on Caltrain’s investor-owned utilities and community choice aggregators. In the final run up to its hearing in the Assembly Utilities and Energy Committee, the Committee Chair (Assemblymember Cottie Petrie-Norris) indicated her opposition to any legislation that would result in cost shifts to energy ratepayers – no matter how worthy the bill or small the impact. Ultimately, it was determined that more time was needed to work with the Committee and the author pulled the bill from the hearing. Several other bills dealing with net billing tariffs were also held in the committee. ***This is now a 2-year bill.***



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Strategic Planning, Development, and Sustainability Committee Meeting Committee of the Whole

June 4, 2025 – 3:15 pm

or immediately following the Legislative Committee meeting

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Avenue, San Carlos, CA 94070

Committee Members: Rico E. Medina (Chair), Marie Chuang, Peter Ratto

- | | | |
|--------|--|---------------|
| 9.d.1. | Call to Order | |
| 9.d.2. | Approval of Minutes of the Strategic Planning, Development,
and Sustainability Committee Meeting of April 2, 2025 | Motion |
| 9.d.3. | Draft Fiscal Years 2026-2029 Capital Improvement Plan and
10-Year Capital Program for Fiscal Years 2026-2035 | Informational |
| 9.d.4. | North Base Sea Level Rise Protection Project Update | Informational |
| 9.d.5. | Adjourn | |

Note:

- This Committee meeting may be attended by Board Members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee shall act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.
- All items appearing on the agenda are subject to action by the Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Strategic Planning, Development, and Sustainability Committee Meeting /
Committee of the Whole
DRAFT Minutes of April 2, 2025**

Members Present (In Person): M. Chuang, R. Medina (Chair)

Members Absent: P. Ratto

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

Other Board Members Present Constituting Committee of the Whole (Via Teleconference): M. Fraser

Other Board Members Absent: J. Speier

Staff Present: J. Cassman, A. Chan, C. Halls, L. Lumina-Hsu, M. Tolleson, M. Tseng, S. van Hoften

7.d.1. Call to Order

Committee Chair Medina called the meeting to order at 4:19 pm.

7.d.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of February 5, 2025

Motion/Second: Esser/Chuang

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

Noes: None

Absent: Ratto, Speier

7.d.3. Introducing the Central El Camino Real Multimodal Plan

Millie Tolleson, Director, Planning, and Cassie Halls, Manager, Major Corridor Programs, provided the presentation, which included describing the plan and how the planning process will proceed. Ms. Halls stated the cities of San Mateo, Belmont, San Carlos and Redwood City will provide support, and discussed the community engagement timeline.

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

- Addressing and accommodating left-turn drivers
- Funding sources and opportunities
- Community engagement and managing community expectations

Public Comment

Geoff S. commented on median options for bus routes and stops.

7.d.4. Adjourn – The meeting adjourned at 4:46 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to board@samtrans.com.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development and Sustainability Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development

Subject: **Draft Fiscal Years 2026-2029 Capital Improvement Program and 10-Year Capital Program for Fiscal Years 2026-2035**

Action

This report is for information only. No Board of Directors (Board) action is required.

Significance

The purpose of this presentation is to provide an informational overview of the San Mateo County Transit District's (District) Draft Fiscal Years (FY) 2026-2029 Capital Improvement Program (CIP) and 10-Year Capital Program for FY 2026-2035. Staff will provide a brief background on the CIP and its development. Following this, staff will present a summary of the FY26-29 CIP, which is a constrained list of projects recommended for funding in the FY26-27 and upcoming FY28-29 budget cycles, and the 10-Year Capital Program, which is the unconstrained capital project list for FY 2026-2035. Staff will ask the Board to adopt the Draft FY26-29 CIP and 10-Year Capital Program as an action item at a subsequent meeting. The Draft CIP document is available here: <https://www.samtrans.com/media/35358/>

CIP Overview

The Draft CIP and 10-Year Capital Program is a long-range planning document that guides the District's capital investments over a 10-year horizon. It supports delivery of projects that maintain a state of good repair, fulfill regulatory mandates, advance Board priorities, and align with the agency's strategic plan, *Moving San Mateo County* (adopted November 2024, <https://www.samtrans.com/media/34488>). The FY26-29 CIP recommends a \$479 million program based on projected available District and external funding. The 10-year Capital Program identifies an unconstrained list of capital needs totaling almost \$2 billion for the next 10 years (FY26-35).

While adoption of the CIP and 10-Year Capital Program would not officially commit funding to projects, it would provide a roadmap for future capital budget decisions, particularly for projects funded with Measure W revenues and with local, state, or federal sources. The CIP would enable the District to:

- Prioritize capital projects in a transparent and coordinated manner
- Understand and communicate near- and long-term funding needs
- Support development of the biennial capital budget
- Prepare for strategic pursuit of competitive and external funding

The CIP would program capital needs across six categories that align with the District's goals:

1. State of Good Repair (SOGR)
2. Zero Emission Bus (ZEB) Transition
3. Improving Customer Experience (ICX)
4. Investing in our Organization (IOO)
5. Enhancing Service (ESV)
6. Striving for Innovation (SFI)

The CIP plans to leverage \$203.5 million in unallocated District balances with external formula funding, competitive grants, and debt financing, to fund near-term and long-term capital projects throughout the 10-year planning horizon. Notably, the CIP assumes no new revenue will be available to support the capital program beyond existing unallocated balances, due to projected structural operating deficits.

CIP Development Process

Key steps in the CIP development process included:

- Call for Projects: Departments submitted over 60 capital projects with estimated budgets and years of expenditure.
- Scoring and Prioritization: The CIP Scoring Committee, which was comprised of Subject Matter Experts, scored projects against criteria in which they have relevant expertise. The resulting project scores were then tabulated into a ranked list, taking into account alignment with Strategic Plan goals and Board priorities.
- Financial Forecasting: A financial model was developed to establish a 10-year financial outlook and determine the level of funding available for the capital program.
- Constraining Process: The constraining process involved narrowing the unconstrained list of identified capital needs to a financially feasible set of projects at a programmatic level for the full 10 years, and project-specific level for the first four years.
- Executive Review and Board Input: Staff refined the plan based on executive leadership and board direction.

CIP Update Process

Staff will update the CIP every two years, aligned with the biennial budget cycle. Each CIP update cycle will provide an opportunity to identify and add new projects, re-rank and prioritize based on evolving needs and agency goals. Staff will also re-evaluate fiscal constraints and funding projections based on updated financial outlooks. This ensures that the CIP remains a flexible, strategic tool that responds to changing conditions and emerging priorities.

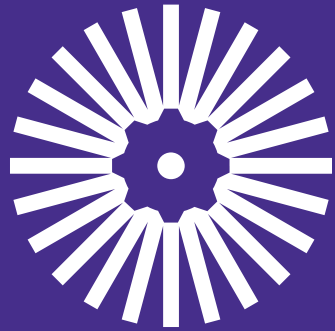
Budget Impact

There is no budget impact associated with this informational item. However, adoption of the FY26-29 CIP and 10-Year Capital Program will have indirect budget impacts. Capital projects recommended for funding in the FY26-29 CIP will inform the capital budget and will be brought to the Board as part of future capital budget approval processes.

Background

This marks the District's first comprehensive update to the CIP in several years and reflects substantial input from departments across the agency. The CIP will be complemented by a forthcoming capital reserve strategy. The CIP also serves as a companion document to the District's FY 2026-2035 Strategic Plan. The programmatic categories and project evaluation criteria are directly aligned with the Strategic Plan goals, the CIP shares the same planning horizon through 2035, and the prioritization process specifically elevates projects that advance strategic plan initiatives.

Prepared By:	Jose Perez	Principal Planner	650-508-7768
	Chelsea Schultz	Manager, Strategic Planning	650-508-6483



**STRATEGIC
PLAN**

**Draft FY 26-29 Capital Improvement Plan and
10-year Capital Program, FY26-35**

Board of Directors Meeting, June 4, 2025

Item #9.d.3.
6/4/2025



Today's Agenda

1. Introduction & Background
2. CIP Development
3. Incorporating Board Feedback
4. Draft FY26-29 CIP and 10-Year Capital Program
5. Next Steps & CIP Update Process



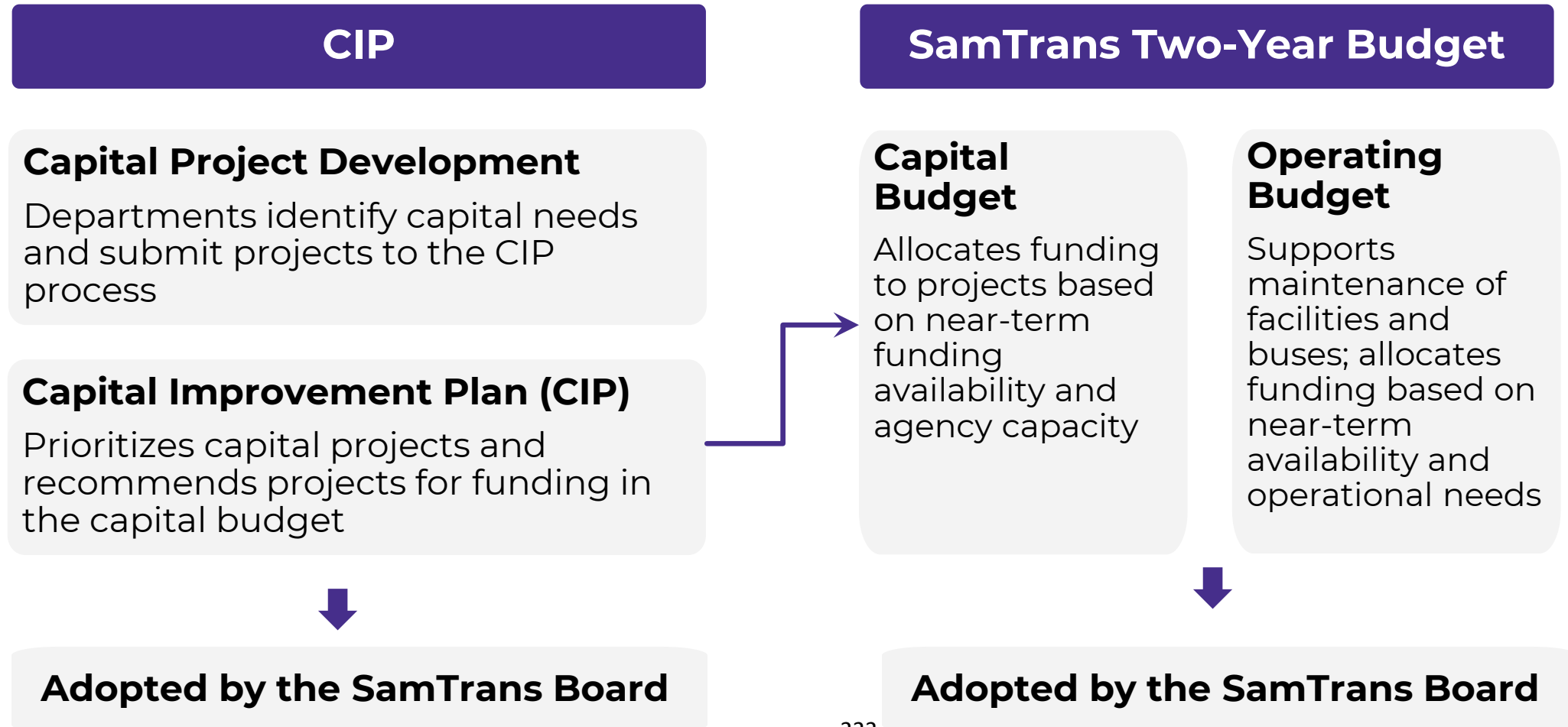
Introduction & Background

Project Components

		2023	2024	Q1 2025	Q4 2025
	Strategic Plan	Strategic roadmap for the next 10 years that identifies priority initiatives and investments to help achieve the District's goals		Complete	
	Financial Modeling	Financial modeling exercise to establish 10-year financial outlook and determine level of funding available for 10-year program		Complete	
	Measure W Budget Framework	Prioritization framework to allocate Measure W funding to appropriate capital and operations uses		Complete	
	Capital Improvement Plan	Inventory, prioritize and allocate funding to capital projects		Almost there!	



The CIP is a Long-Term Planning Tool that Informs Budget Process



CIP Project Objectives



Understand **agency financial outlook** for next **10 years** and funding available for capital program



Document capital needs and **prioritize projects**



Develop **intentional framework for spending Measure W funds**

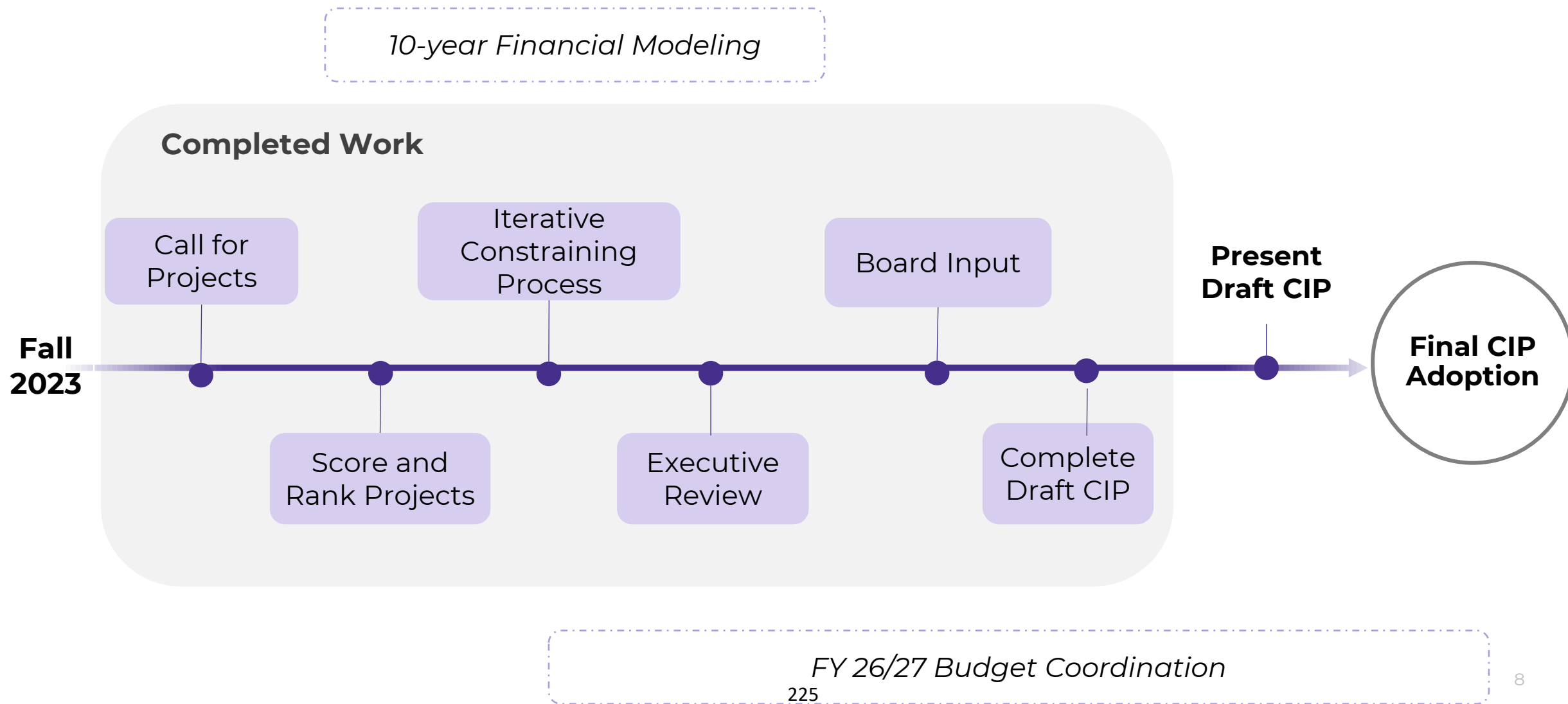


Fiscally constrain program and leverage external funding opportunities



CIP Development

CIP Development Timeline



Establishing Project Needs and Priorities

Unconstrained

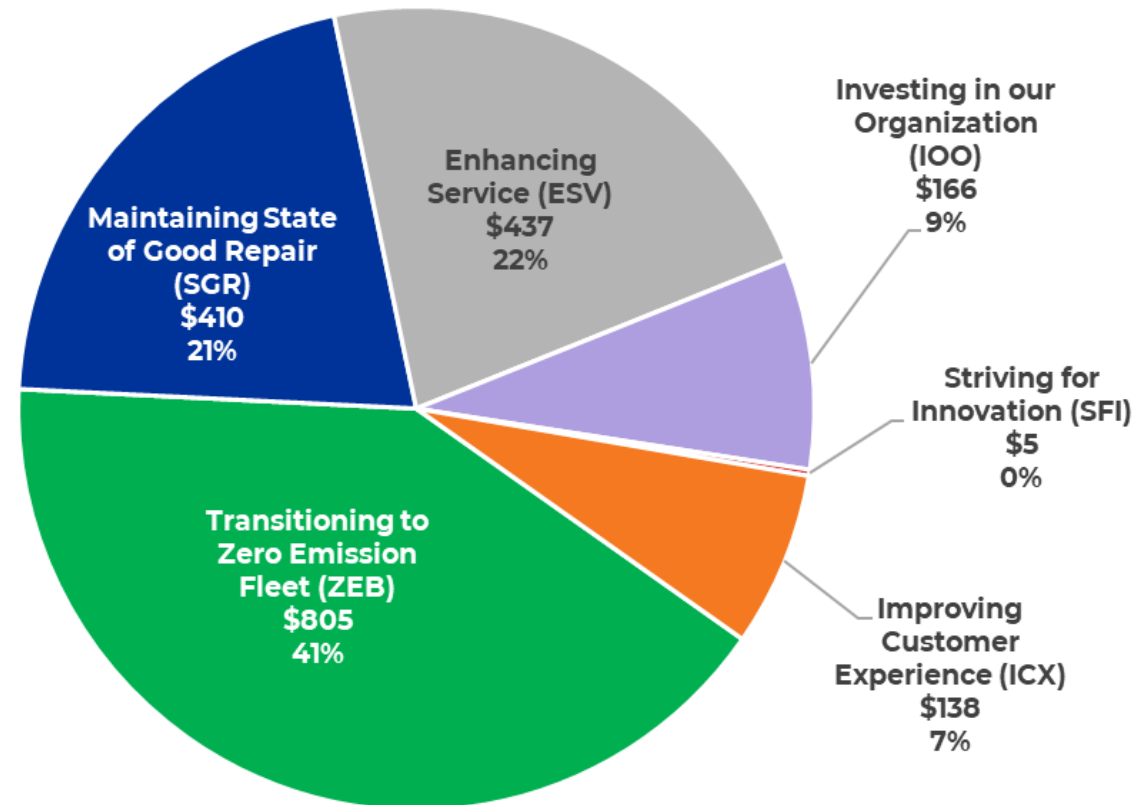
Internal **Call for Projects** resulted in:

- 63 capital project submissions totaling almost \$2B







Projects were **ranked** and **prioritized** based on:

- Quantitative Scoring Exercise
- Project Classification (Mandate, Board Priority, Strategic Plan Initiatives)
- Qualitative adjustments

Projects grouped into **six programmatic categories**



Six Programmatic Categories of Capital Projects

Programmatic Categories	Description
 Transitioning to Zero Emission Fleet	Investments to transition existing vehicle fleet to zero emissions fleet and construct supporting infrastructure
 Enhancing Service	Essential investments to maintain existing agency assets
 Maintaining State of Good Repair	Investments in service to increase mobility and access for SamTrans riders
 Investing in our Organization	Investments in the organization and workforce that enable us to provide exceptional mobility and customer service
 Improving Customer Experience	Investments in innovative or pilot projects/programs
 Striving for Innovation	Investments to transition existing vehicle fleet to zero emissions fleet and construct supporting infrastructure



Incorporating Board Feedback from CIP Workshop

Incorporating Board Feedback

\$40M in Measure W unallocated funds set aside to establish capital reserve fund

- Capital Contingency (\$10M seeded, target 5-10% of net capital assets of \$175M)
- Asset Acquisition / Grant Matching (\$20M seeded, will update in coordination with asset management program data)
- Capital Maintenance (\$10M seeded, will look to target avg SOGR expenses in future years)

Impact to CIP:

- Reduces allocation of District funds to CIP projects from \$243.5M to \$203.5M (FY26-35)
- Funds pulled from ZEB programmatic category
 - FY26-29 projects recommended for full funding
 - Additional funding required for ZEB program in outer years (FY30-35)



Incorporating Board Feedback

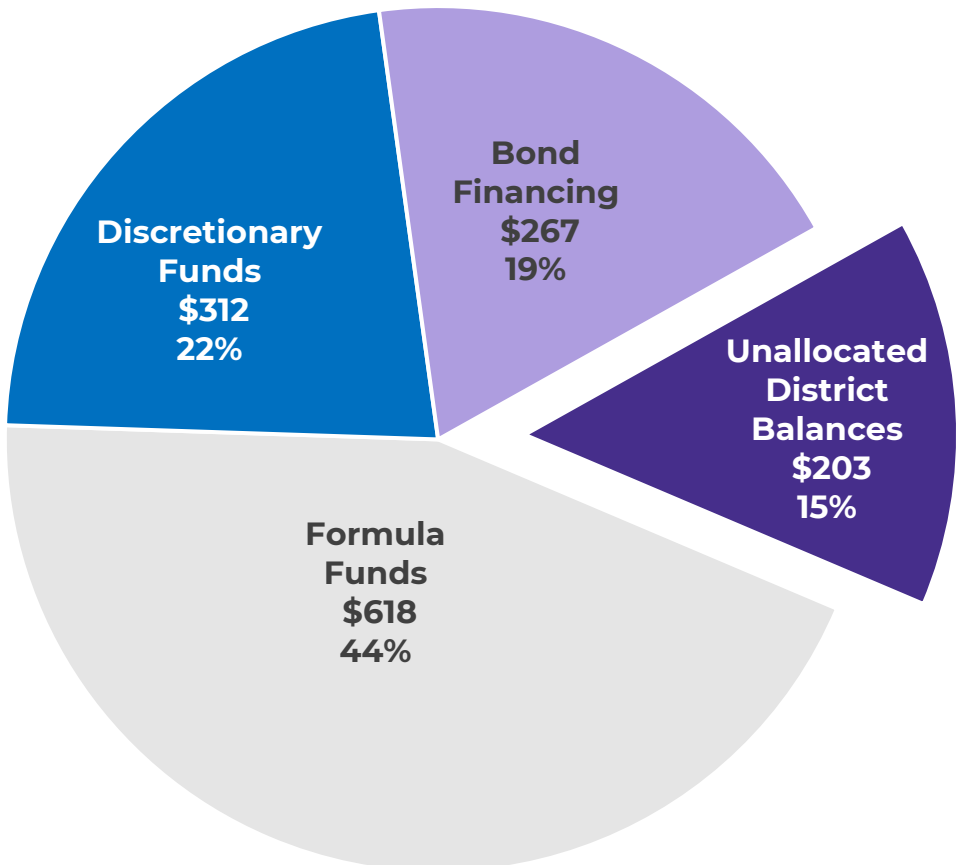
SOGR remains the top priority in the CIP

- \$40M in capital reserve offers flexibility and can help to advance future NB/SB SOGR projects (e.g., begin design/construction of top priority projects)
- CIP will be updated every two years with special emphasis on packaging projects from the NB/SB condition and needs assessment into projects for the next CIP cycle
- Emergency/urgent projects will continue to be addressed through budget process

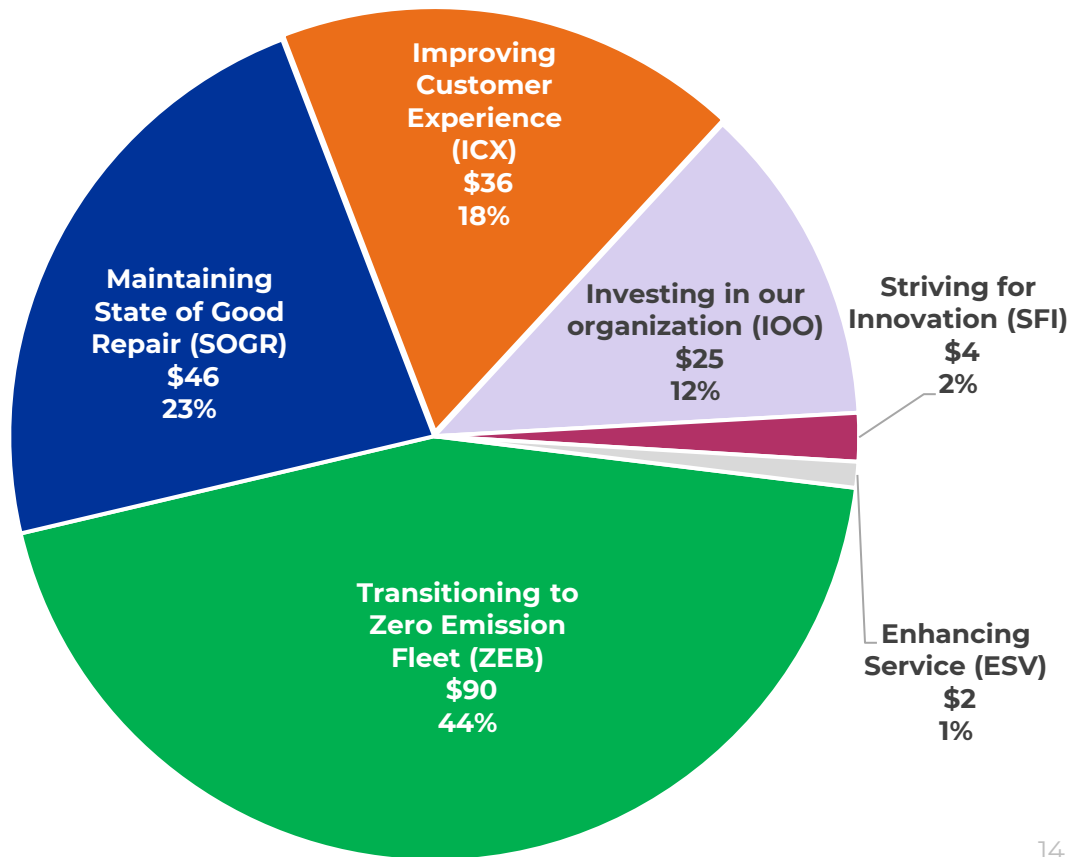


Revised FY26-35 Projected Capital Funding Sources & Allocation

FY26-35 Projected Funding Sources (\$M)

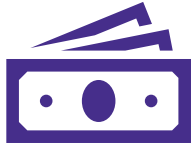


Planned Allocation of \$203M in District Balances by Project Category FY26-35 (\$M)



Draft FY26-29 CIP and 10-Year Capital Program

CIP Components



FY 26-29 Capital Improvement Plan (Fiscally Constrained)

- Capital projects recommended for funding in FY26/27 and FY28/29 budget cycles
- Constrained to projected available funding (District + external)
- Project costs, schedules and funding sources will be refined through biennial budget process



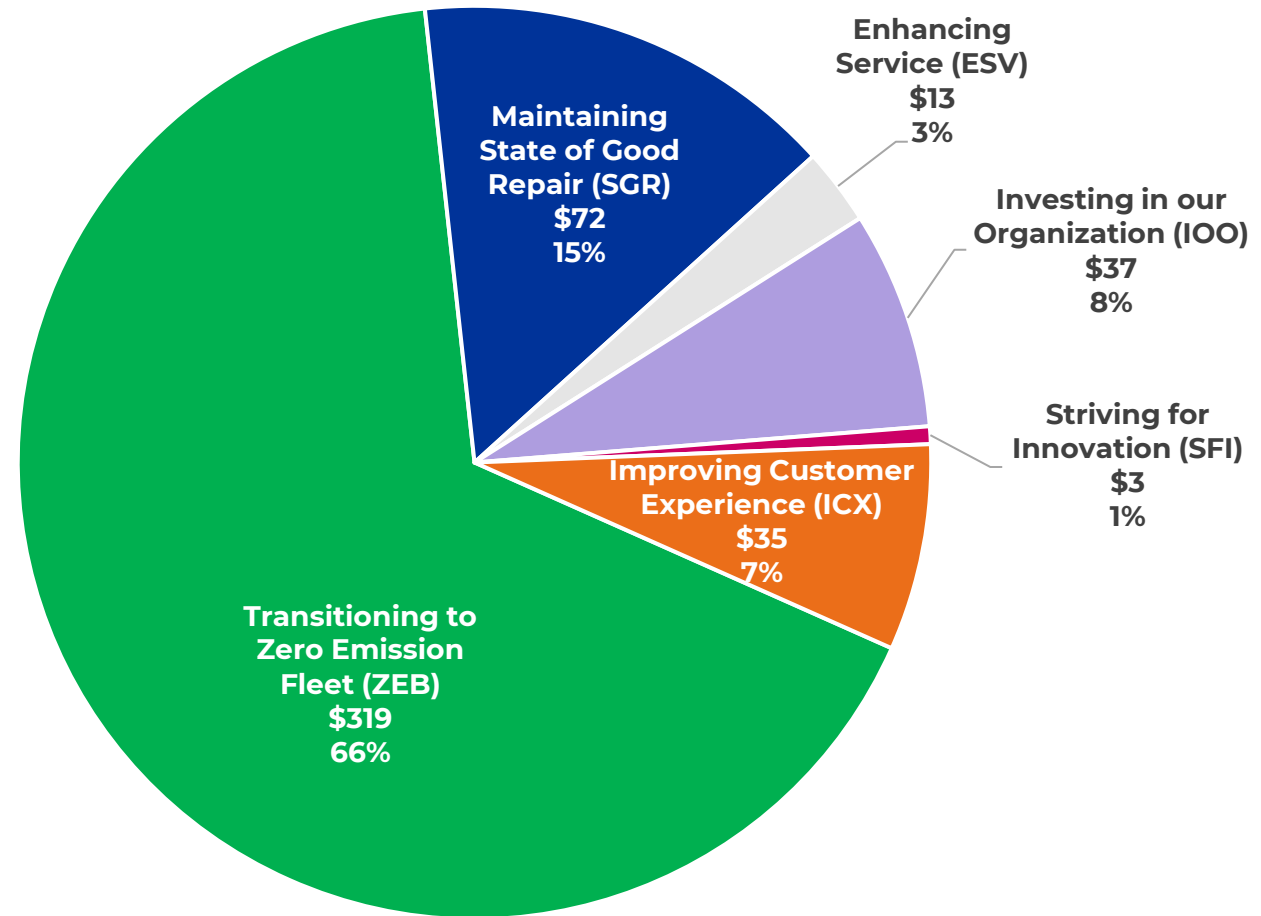
10-Year Capital Program (Unconstrained)

- Prioritized but unconstrained list of capital needs for FY26-35
- Comprehensive, long-range planning tool
- Daylights funding gaps and projects in need of external funding
- Supports retaining funding for priority outer-year capital projects

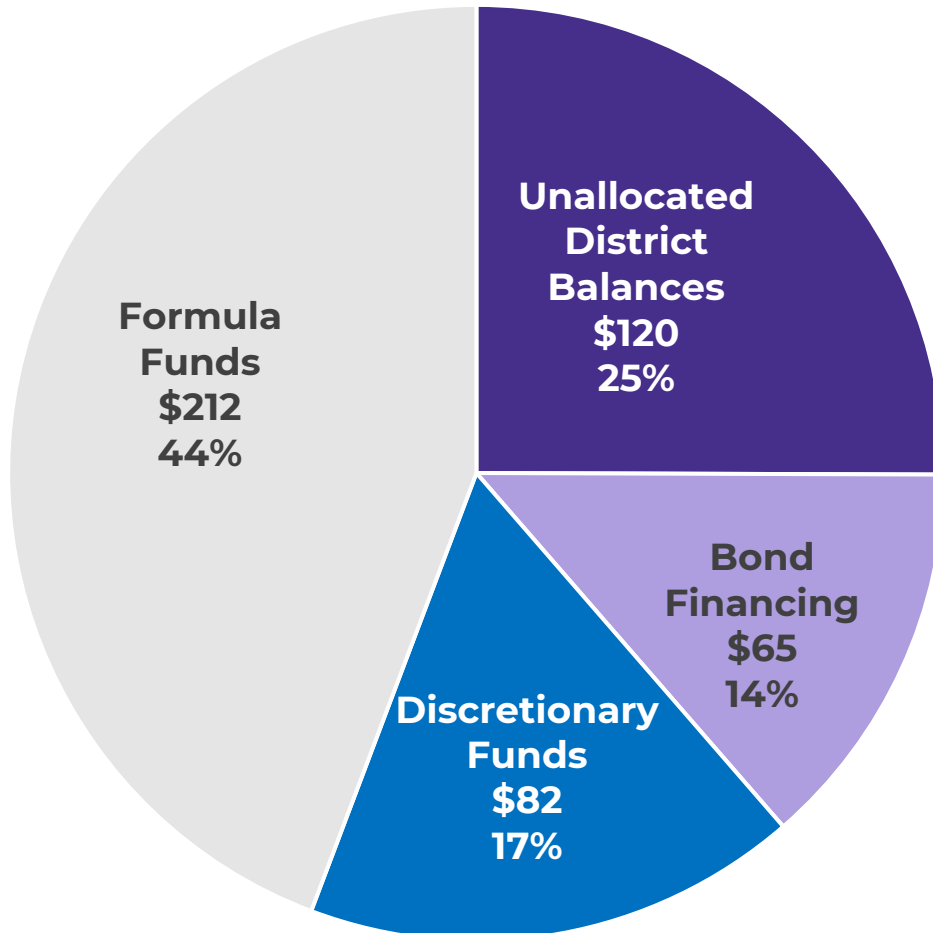


Draft FY26-29 CIP by Category

- FY26-29 CIP recommends full funding for projects that support transition to a zero-emission fleet (\$319M)
- \$72 million is directed towards State of Good Repair
- \$88 million directed towards remaining project categories



FY26-29 CIP Anticipated Funding Sources



- FY26-29 anticipates \$479M in capital funding for high-priority projects between FY26-29
 - Some bond financing recommended for Bldg 200 and ZE infrastructure
 - Discretionary funds needed to support select FY28/29 projects
- Sets aside \$83M in unallocated District balances to fund future capital projects between FY30 and FY35.

Draft FY26-29 CIP Highlights

- **ZEB Transition**
 - Zero Emission Fleet Replacement, \$204M
 - Hydrogen Fueling Infrastructure, \$5.2M
 - BEB Charging Infrastructure, \$93.6M
- **State of Good Repair**
 - Major Bus Components, \$2.8M
 - Building 200 (construction), \$37.1M
 - NB Sea Level Rise Mitigation (env/design), \$10M
- **Customer Experience**
 - Bus Stop Improvement Program (design and construction), \$34.2M



Draft FY26-29 CIP Highlights

Investing in our Organization

- Operator Restrooms, \$5.7M
- Cybersecurity Program, \$6M
- Safety Management System, \$3.9M

Enhancing Service

- Dumbarton Busway (env/design), \$13M

Striving for Innovation

- Artificial Intelligence, \$1.4M
- SamTrans TOD Program, \$1.2M



Draft FY26-29 CIP Funds a Balanced Package of Required and Important Capital Projects



Responds to **legal and regulatory mandates** (e.g., Cybersecurity, ZEB transition)



Reflects **Board Priorities** and leverages external funding opportunities



Aligns with and advances **Strategic Plan goals**

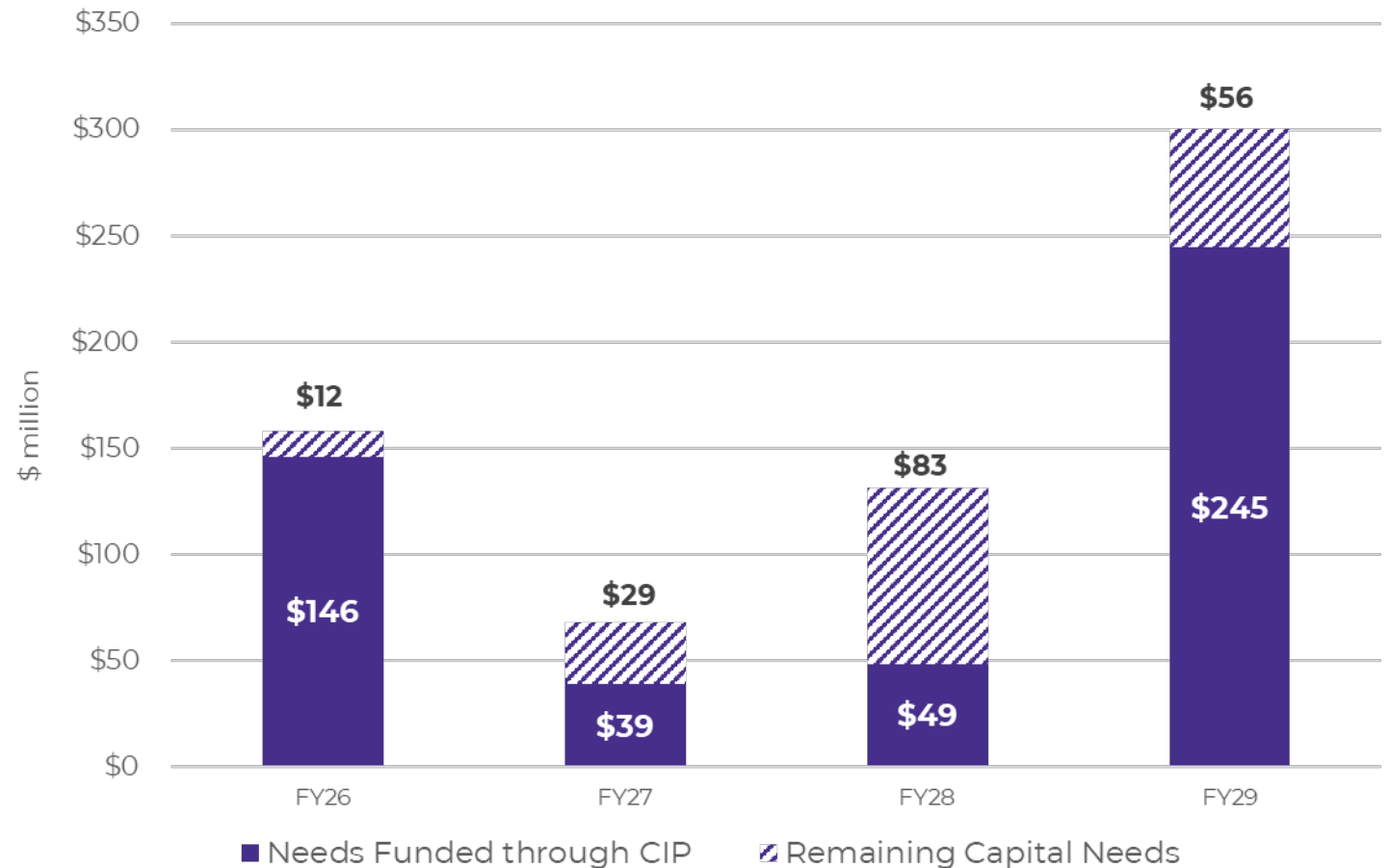


Prioritizes and addresses **SOGR** needs



Unfunded Needs Remain for FY26-29

- \$659M in capital project needs between FY26 and FY29.
- CIP recommends funding \$479M, leaving \$180M in capital projects unfunded
- Unfunded projects in FY26/27 will be delayed unless additional funding secured
- FY28/29 projects potentially delayed; opportunity to re-evaluate/ re-rank during next CIP cycle
- Sample unfunded projects include a Mobile Recruiting Vehicle and Service Expansion



10-Year Capital Program

- Almost \$2 billion in total identified capital needs through FY35
- Projected funding will not fully cover the program costs
- The largest investment needs is the zero-emission fleet transition, which is about 35% of 10-Year program

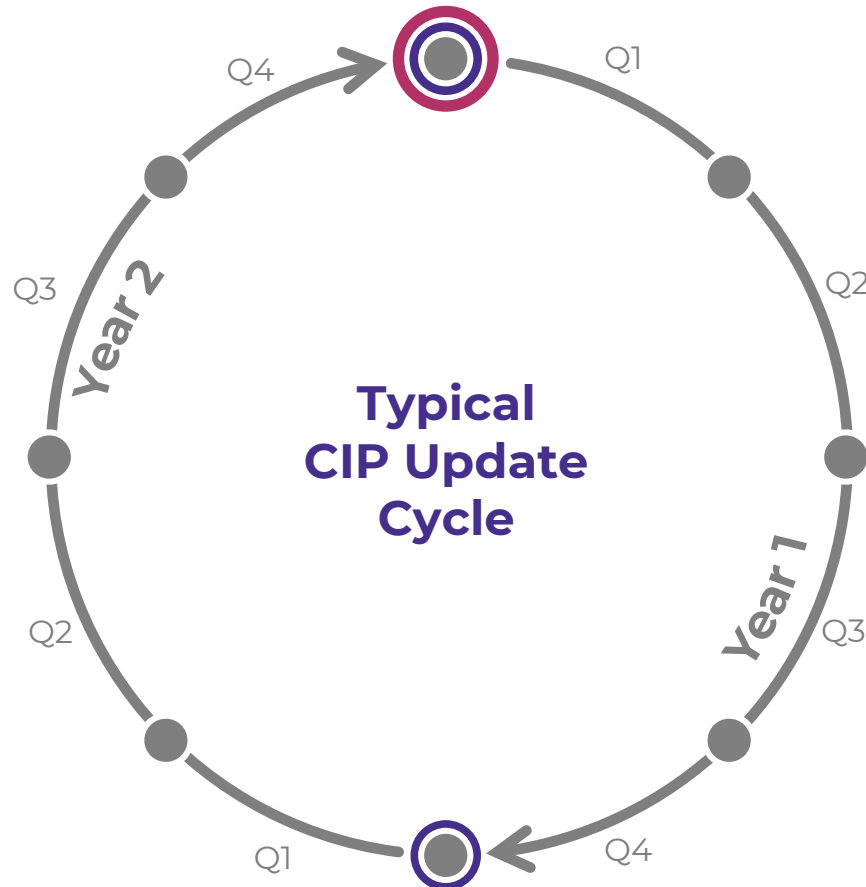


Next Steps & CIP Update Process

Next Steps for Completing the FY26-29 CIP



Typical CIP Update Cycle



● QUARTERLY

Capital program status reports provided to the BOD as part of Board packet, shows progress toward delivery of all active capital projects

○ OFF CYCLE YEAR

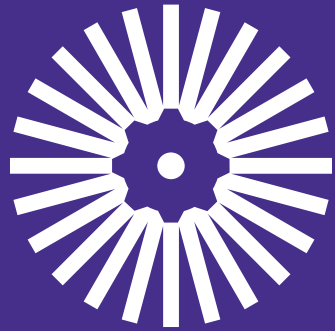
Project team begins working on next CIP

● BIANNUALLY

Adopt new 4-year CIP, which will recommend projects for funding in the capital budget, and 10-year capital needs list



San Mateo County
TRANSIT DISTRICT



**STRATEGIC
PLAN**

Thank you! Questions?

Chelsea Schultz, Manager of Strategic Planning, schultzc@samtrans.com
Millie Tolleson, Director of Planning, tollesonm@samtrans.com

Item #9.d.3.
6/4/2025



**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joshua Mello, Executive Officer, Planning & Development

Subject: **North Base Sea Level Rise Protection Project Update**

Action

This informational item provides an update on the North Base Sea Level Rise Protection Project and presents findings from the Regional Barrier Feasibility Study (Study). No action is requested.

Significance

SamTrans' North Base facility is highly vulnerable to flood inundations caused by sea level rise, tidal flooding, storm surge, and extreme water levels. Resulting impacts would disrupt North Base operations and limit the District's ability to provide transit services. Sea level rise protection at North Base is needed to maintain the District's bus operations and to protect buildings and other capital investments against flooding.

As part of ongoing sea level rise protection planning work, the District initiated the Study in Spring 2024. The Study examined two alternative concepts for long-term flood protection:

Alternative 1 – Regional Protection. The Regional Protection alternative would provide flood protection to North Base, as well as to surrounding areas. Alternative 1 includes shoreline protection components, two separate concrete and steel tide gate structures at the mouths of Colma Creek and San Bruno Creek, and a pump station to manage riverine discharge and flood control.

Alternative 2 – Perimeter Protection. A perimeter protection alternative would provide flood protection to SamTrans' North Base facility with shoreline protection components.

The Study analyzed each alternative against a set of nine key criteria for a comprehensive feasibility assessment, including cost, constructability, environmental permitting process, and project benefits, among others. Alternative 1 (Regional Barrier) met the goals of two criteria, while Alternative 2 (Perimeter Protection) met the goals of seven criteria. As a result, the Study recommends advancing Alternative 2 (Perimeter Protection) into further design and environmental clearance/permitting stages. This will include identifying a phased approach to implementing sea level rise protection projects and an alternative site analysis as part of the environmental review phase.

Budget Impact

Funding in previous capital budgets provides sufficient budget authority to complete the Study and advance the recommended alternative towards preliminary design. Staff will actively seek and apply for alternative funding sources to offset the costs of future phases of the Project and will return to the Board for needed budget actions.

Background

The Board of Directors received an update on the Study at the December 2024 Board meeting, at which time staff presented preliminary cost estimate ranges and timelines for each alternative based on the following:

- Conceptual design component options and criteria;
- Environmental clearance, mitigation, and permitting requirements; and
- Constructability and site accessibility.

Staff continued to assess the benefits and impacts for each alternative, engaged with permitting agencies such as the United States Army Corps of Engineers and the San Francisco Bay Conservation and Development Commission (BCDC) on the complexity of permit requirements, and collaborated with partners such as South San Francisco, OneShoreline, and San Francisco International Airport on the feasibility of implementation.

Prepared By:	Millie Tolleson	Director, Planning	650-622-7815
	Lisha Mai	Program Manager, Infrastructure	650-508-6353

SamTrans North Base Sea Level Rise Protection Project

Regional Barrier Feasibility Study Findings

SamTrans Board of Directors

June 4, 2025

Agenda

- Project Background
- Feasibility Study Scope and Timeline
- Evaluation Criteria and Findings
- Recommended Path Forward
- Next Steps

Project Background

- The 2021 SamTrans Adaptation and Resilience Plan recommended constructing a "horizontal levee around the perimeter of North Base."
- Discussions with regional partners uncovered the idea of a "Regional Barrier" with the potential to protect North Base as well as neighboring jurisdictions/facilities.
- SamTrans Board of Directors last heard project update in December 2024. Major themes of input included:
 - Concerns about ongoing O&M responsibilities for Regional Barrier
 - Questions about cost differences and cost-sharing commitments
 - Encouragement to coordinate and seek leadership from OneShoreline

Feasibility Study Scope

SamTrans launched the North Base Regional Barrier Feasibility Study in 2024 to study:

Alternative 1

Regional Protection



Potential to provide flood protection to surrounding areas and North Base.

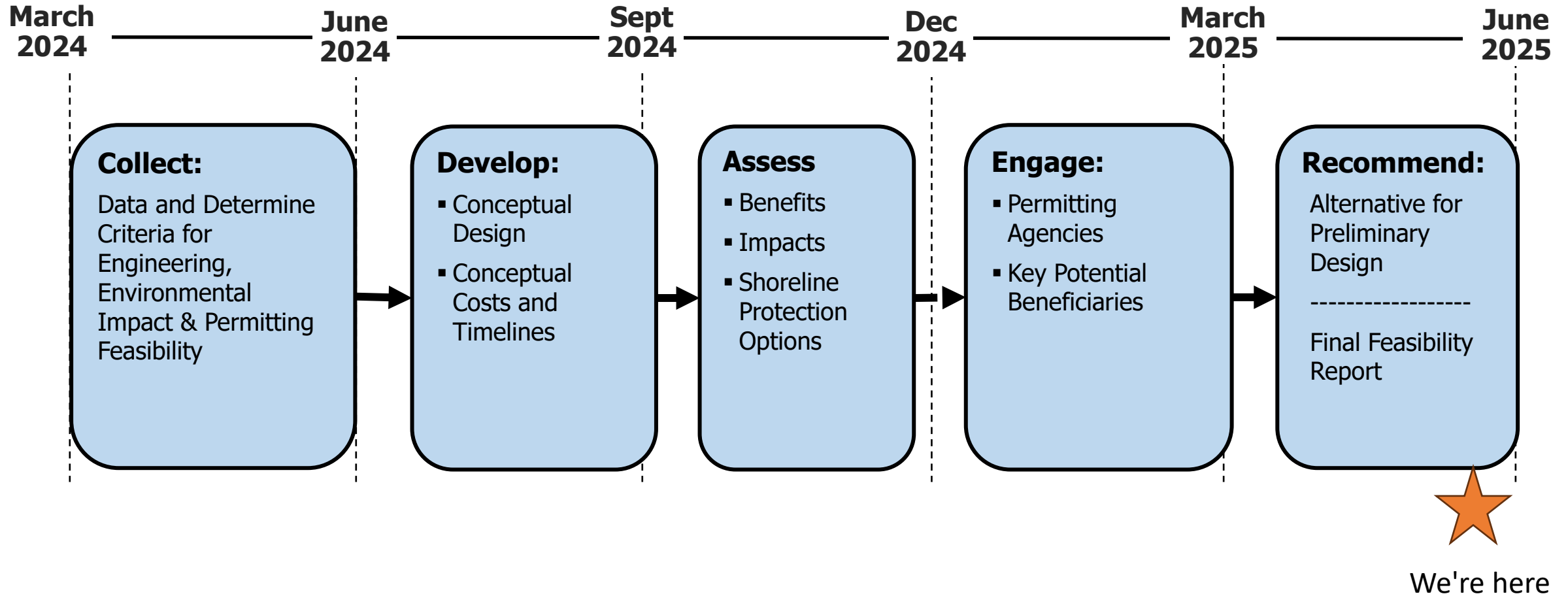
Alternative 2

Perimeter Protection



Provides protection to North Base.

Feasibility Study Timeline



Evaluation Criteria and Findings

Criteria	Alt 1: Regional Barrier	Alt 2: Perimeter Protection
Protect From and Adapt to Sea Level Rise	✗	✓
Ensure Feasible Design and Construction	✓	✓
Minimize Operations and Maintenance	✗	✓
Minimize Environmental Impacts	✗	✓
Reduce Complexity of Permitting Requirements	✗	✓
Streamline Project Timeline	✗	✓
Control Project Costs	✗	✓
Maximize External Funding Opportunities	✓	✗
Maximize Regional Benefits	✓	✗

Evaluation Criteria and Findings

Criteria	Alt 1: Regional Barrier	Alt 2: Perimeter Protection	Findings
Protect From and Adapt to Sea Level Rise	✗	✓	Perimeter Protection provides more certainty in protecting North Base and adapting to future flood protection needs.
Ensure Feasible Design and Construction	✓	✓	Construction of the Regional Barrier is anticipated to be more complex.
Minimize Operations and Maintenance	✗	✓	Regional Barrier is substantially more complex with potentially infeasible operation and maintenance requirements.

Evaluation Criteria and Findings

Criteria	Alt 1: Regional Barrier	Alt 2: Perimeter Protection	Findings
Minimize Environmental Impacts	✗	✓	Construction and operation of the Regional Barrier would dramatically alter the ecosystem of the area and cause "significant" environmental impacts.
Reduce Complexity of Permitting Requirements	✗	✓	Regional Barrier requires more extensive permitting process. Regional Barrier is likely considered unprecedented for BCDC.

Evaluation Criteria and Findings

Criteria	Alt 1: Regional Barrier	Alt 2: Perimeter Protection	Findings
Streamline Project Timeline	✗	✓	<p>Total Project duration for the Regional Protection alternative: 14.5 years</p> <p>Total Project duration for the Perimeter Protection alternative: 8.5 years</p>
Control Project Costs	✗	✓	<p>Total Project costs for the Regional Protection alternative: \$250M - \$500M*</p> <p>Total Project costs for the Perimeter Protection alternative: \$125M - \$275M*</p>

*Does not include O&M costs, which are anticipated to be more substantial and ongoing for the Regional Barrier alternative

Evaluation Criteria and Findings

Criteria	Alt 1: Regional Barrier	Alt 2: Perimeter Protection	Findings
Maximize External Funding Opportunities	✓	✗	Regional Barrier presents more opportunities for project cost-sharing and competitiveness for discretionary funding.
Provide Regional Flood Protection Benefits	✓	✗	Perimeter Protection does not include flood protection measures for neighbors. Regional Protection will not, in isolation, provide flood protection.

Recommended Path Forward

The **Perimeter Protection alternative** is recommended to advance into further design and permitting.

Perimeter Protection, in tandem with SFO protection measures, mitigates flooding at North Base and North Access Road.

Staff will continue coordinating with regional partners for opportunities to support mutually beneficial projects.



Next Steps on SLR Protection

- Advance the **Perimeter Protection alternative** into further design and permitting
 - Identify phased approach to implementation
- Begin environmental review & permitting process
- Continue coordinating with regional partners
- Seek grant funding opportunities

Questions and Discussion