



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

Board of Directors Meeting

September 3, 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=6LuOhomk1KpISW9X2CbphZRGreaIA.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.

Public Comments: Written public comments may be emailed to publiccomment@samtrans.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.samtrans.com/meetings>.

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

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>.

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

Wednesday, September 3, 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. Consent Calendar
 - 4.a. Approval of Minutes of the Board of Directors Meeting of August 6, 2025 Motion
 - 4.b. Accept Statement of Revenues and Expenses for the Period Ending July 31, 2025 Motion
 - 4.c. Accept Quarterly Fuel Hedge Update for Fiscal Year 2025 Quarter 4 Motion
5. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
6. Report of the Chair
 - 6.a. Proclamation Honoring Transit Month Motion
 - 6.b. Proclamation Honoring Hispanic-Latino Heritage Month Motion
 - 6.c. American Public Transportation Association (APTA) Transit Board Member (TBM) / Transit Board Administrator (TBA) Seminars Report Informational
7. Report of the General Manager/CEO
 - 7.a. Report of the General Manager/CEO | August 27, 2025 Informational
 - 7.b. Monthly Headquarters Construction Status Update Informational
 - 7.c. Millbrae Headquarters Proforma and Leasing Strategies Informational
8. Recess to Committee Meetings

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

9. Community Relations Committee / Committee of the Whole

D. Canepa (Chair), M. Fraser, J. Speier

- 9.a. Call to Order
- 9.b. Approval of Minutes of the Community Relations Committee Meeting of August 6, 2025 Motion
- 9.c. Accessible Services Update Informational
- 9.d. Citizens Advisory Committee Update Informational
- 9.e. Paratransit Advisory Council Update Informational
- 9.f. Monthly State of Service Report | July 2025 Informational
- 9.g. Annual State of Service Report | Fiscal Year 2025 and Quarterly State of Service Report | Fiscal Year 2025 Quarter 4 Informational
- 9.h. Adjourn

10. Finance Committee / Committee of the Whole

B. Esser (Chair), D. Canepa, R. Medina

- 10.a. Call to Order
- 10.b. Approval of Minutes of the Finance Committee Meeting of August 6, 2025 Motion
- 10.c. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 Million for a Three-Year Base Term, with Up to Two Additional One-Year Option Terms Motion
- 10.d. Adjourn

11. Legislative Committee / Committee of the Whole

J. Powell (Chair), P. Ratto, J. Speier

- 11.a. Call to Order
- 11.b. Approval of Minutes of the Legislative Committee Meeting of August 6, 2025 Motion

- 11.c. Legislative Update Informational
- 11.d. Receive Senate Bill 63 Update Informational
- 11.e. Adjourn
- 12. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
R. Medina (Chair), M. Chuang, P. Ratto
- 12.a. Call to Order
- 12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of August 6, 2025 Motion
- 12.c. Ride Plus Microtransit Evaluation Key Findings Informational
- 12.d. Adjourn
- 13. Reconvene Board of Directors Meeting
- 14. Matters for Board Consideration: Finance Committee
- 14.a. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 Million for a Three-Year Base Term, with Up to Two Additional One-Year Option Terms Resolution
- 15. Communications to the Board of Directors
- 16. Board Members Requests
- 17. Date / Time of Next Regular Meeting: Wednesday, October 8, 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.
- 18. Report of the General Counsel
- 19. 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. Written public comments may be emailed to publiccomment@samtrans.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: <https://www.samtrans.com/meetings>.

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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.

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

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

**Board of Directors
DRAFT Minutes of August 6, 2025**

Members Present: D. Canepa, B. Esser, M. Fraser, R. Medina, J. Powell, P. Ratto, J. Speier (arrived 2:08), M. Chuang (Vice Chair), J. Gee (Chair)

Members Absent: None

Staff Present: J. Cassman, A. Chan, D. Covarrubias, T. Dubost, J. Epstein, Z. Fan, L. Lumina-Hsu, J. Mello, D. Olmeda, D. Santoro, M. Tolleson, M. Tseng, M. Wozniak, K. Yin

1. Call to Order / Pledge of Allegiance

Chair Jeff Gee called the meeting to order at 2:00 pm and Vice Chair Chuang led 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 any requests from Directors to participate remotely due to Emergency Circumstances – There were none.

4. Adoption of Agenda

Joan Cassman, General Counsel, stated the changes from the usual order of business are reflected on the agenda included the following:

- Move Item 16 to after Item 4
- Move Legislative and SPDS

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Speier

Item 16 was heard prior to Item 5.

5. Consent Calendar

- 5.a. Approval of Minutes of the Board of Directors Meeting of July 2, 2025**
- 5.b. Accept Information on Statement of Revenues and Expenses for the Period Ending June 30, 2025**
- 5.c. Accept Quarterly Investment Report**
- 5.d. Accept Contracts and Procurement Quarterly Report of Technology Purchases for Fourth Quarter of Fiscal Year 2025**
- 5.e. Receive Additional Survey Data and Analysis from 2024 Triennial Customer Survey**
- 5.f. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 Million for a Three-Year Base Term, with up to Two Additional One-Year Option Terms**
- 5.g. Updating the Public Transportation Agency Safety Plan – *Approved by Resolution No. 2025-34***
- 5.h. Authorizing Submittal of Three Applications for San Mateo County Transportation Authority Cycle 3 Measure A Alternative Congestion Relief and Measure W Transportation Demand Management Program Funding – *Approved by Resolution No. 2025-35***

Director Speier pulled Item 5.f. for discussion.

Motion for Item 5.a. to 5.e. and 5.g. to 5.h./Second: Canepa/Chuang
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: None

- 5.f. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 Million for a Three-Year Base Term, with up to Two Additional One-Year Option Terms**

Ms. Chan clarified the \$2.1 million of the 3-year contract and funds previously approved through annual budget. Julian Jest, Manager, Market Research and Development reported:

- Three key ways used research to support SamTrans
- Provide survey data at beginning of marketing campaigns

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions about tasks and costs in previous three years.

Motion to continue Item 5.f. to the September 3, 2025 Board of Directors meeting/Second:
Powell/Medina

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

Noes: None

Absent: None

Public Comment

Jerry Brozell, San Mateo, commented on On-Call Market Research and Survey Services contracts.

Roland commented on on-call contracts oversight.

6. Public Comment for Items Not on the Agenda

Aleta Dupree, Team Folds, commented on hydrogen buses, green hydrogen fuel, and Clipper 2.

7. Report of the Chair

Chair Gee reported Human Resources Ad Hoc Committee interviewed and approved Renne Public Management Group (RPMG) to conduct annual review for General Manager/CEO and General Counsel. Ad Hoc Committee schedule is in development.

8. Report of the General Manager/CEO

8.a. Report of the General Manager/CEO | July 30, 2025

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

- Clipper 2.0 targeted to be completed by end of calendar year
- July Clipper outage was software issue; estimated \$650,000 in fare loss for all transit operators; MTC is working to reimburse transit agencies
- Fiscal Year 2025 (FY25) ridership total exceeded 10.75 million; fully recovered pre-pandemic ridership

8.b. Service Update: August Service Changes and Regional Transfer Coordination

Millie Tolleson, Director, Planning, provided the presentation that included the following:

- School-oriented routes back in service; schedule adjusted to match school bell times
- Select routes schedule adjustments at Bay Area Rapid Transit (BART) Daly City station and Palo Alto Caltrain transit hubs

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

- Communication and plans to publicize and increase awareness for transfer opportunities
- Improved Coastside morning commute
- Key Performance Indicators (KPIs) of travel time improvements

Public Comment

Adina Levin, Seamless Bay Area and Regional Network Management Customer Advisory Group, commented on transfer sync, and service and capital improvements.

8.c. Monthly New Headquarters Construction Status Update

Kris McGee, Managing Principal, Urban Hive Development, and Zhiming Fan, Director, Bus Fleet/Facilities, provided the presentation that included the following:

- Continue to remain within budget and timeline
- Day 2 General Contractor scope of work contract award for Board consideration to include ticket booth, data communications and devices, and security systems
- Risk register items on track and within budget

The Board Members had a robust discussion and staff provided further clarification in response to the Board comments and questions regarding language for liquidated damages built into contract.

9. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 3:01 pm.

Director Canepa left the meeting at 3:15 pm.

Director Canepa rejoined the meeting at 3:31 pm.

10. Reconvene Board of Directors Meeting

Chair Gee reconvened the Board meeting at 6:35 pm.

11. Matters for Board Consideration: Finance Committee

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

11.a. Adopting a Disadvantaged Business Enterprise Overall Goal of 0.8 Percent for Federal Fiscal Years 2026-2028 for Federal Transit Administration-Assisted Contracts – Approved by Resolution No. 2025-36

11.b. Awarding a Contract to Skyline Commercial Interiors, Inc. dba Skyline Construction Inc. to Provide General Construction and Associated Services for the Millbrae Headquarters and Related Ancillary Services at the District's San Carlos Headquarters and Other District Locations for a One-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Amount of \$7,836,070.85 – Approved by Resolution No. 2025-37

- 11.c. Authorizing an Agreement with Clark Construction Group - CA, LP for Phase 1 Construction Services under the Construction Manager General Contractor Services for the South Base Battery Electric Bus Charging Infrastructure Project in the Amount of \$36,276,673 and Amending the Fiscal Year 2026 Capital Budget to Increase it by \$13,868,679, from \$4,698,405 to \$18,567,084 – Approved by Resolution No. 2025-38**

Motion/Second: Esser/Medina

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

Noes: None

Absent: None

12. Matters for Board Consideration: Legislative Committee

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

12.a. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1250 (Papan)

Motion/Second: Medina/Chuang

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

Noes: None

Absent: None

12.b. Receive Senate Bill 63 Update

i. Term Sheet Proposal on Caltrain Member Agencies Contributions - Discussion and Direction Opt-In or Opt Out

ii. Opt-In or Opt-Out Discussion and Decision

The Board of Directors adopted the below final motion and noted in red font color are the two changes made to the staff recommendation with the two amendments made by the Directors:

Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a 1/2 cent tax rate. Also, **encourage instruct** the Bay Area delegation:

- (a) To advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and
- (b) **There will be strengthen the** oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART, while
- (c) preserving San Mateo County's ability to participate in the measure.

Motion/Second: Powell/Esser

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

Noes: Speier

Absent: None

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, September 3, 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

16.a. Closed Session: Conference with Legal Counsel – Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(1): Estate of Sol Gloria, et al v. San Mateo County Transit District, et al., San Mateo County Superior Court, Case No. 23-CIV-01053

Joan Cassman, General Counsel, announced the closed sessions items

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

The Board reconvened into open session at 2:27pm.

16.b. Report Out from Closed Session [tentative]

Ms. Cassman stated no reportable action was taken.

17. Adjourn – The meeting adjourned at 6:37 pm.

**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 July 31, 2025**

Action

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

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

Sources:

As of July 31, 2025, total sources were \$23.0 million, compared to the adopted budget of \$21.8 million, resulting in a **favorable variance of \$1.2 million (5.5 percent)**.

- **Operating Revenue** reflected a favorable variance of \$1.2 million (17.2 percent), primarily due to:
 - **Investment Interest Income** was \$2.0 million, compared to a budget of \$1.5 million, resulting in a favorable variance of \$0.5 million (36.6 percent), due to higher-than-expected interest rates. This trend is expected to continue through year-end.
 - **Other Income** was \$0.8 million, compared to a budget of less than \$0.1 million, resulting in a favorable variance of \$0.7 million (1,987.3 percent), driven by a one-time insurance reimbursement from a claim settlement.

Operating Uses:

As of July 31, 2025, total operating uses were \$31.9 million, compared to the adopted budget of \$33.9 million, resulting in a **favorable variance of \$2.0 million (5.9 percent)**.

- **Labor** reflected an unfavorable variance of \$0.2 million (1.1 percent), due to:
 - **Wages and Benefits** were \$19.1 million, compared to a budget of \$19.5 million, resulting in a favorable variance of \$0.4 million (2.0 percent), primarily due to vacancy savings.
 - Offset by **Indirect Admin and Overhead Costs – Labor**, which was \$2.3 million, compared to a budget of \$1.7 million, resulting in an unfavorable variance of \$0.6 million (36.1 percent). The variance is due to the budget being developed using a draft Indirect Cost Allocation Plan (ICAP) rate, while actuals reflect the updated ICAP rate. Staff will continue to monitor this line-item and will return to the Board with a budget amendment if material adjustments are needed.
- **Purchased Transportation** reflected a favorable variance of \$0.3 million (5.3 percent), primarily driven by:
 - **Contracted Urban Bus (CUB) Service** and **Contracted American Disability Act (ADA) Programs** reflected favorable variance of \$0.1 million (3.3 percent) and \$0.2 million (9.1 percent), respectively, both due to timing of payments.
- **Contracted Services** reflected a favorable variance of \$1.5 million (50.2 percent), driven by:
 - **Property Maintenance** was \$0.2 million, compared to a budget of \$0.4 million, resulting in a favorable variance of \$0.2 million (53.2 percent), primarily due to timing of payments and as-needed services.
 - **Professional Services** were \$0.2 million, compared to a budget of \$1.0 million, resulting in a favorable variance of \$0.8 million (80.0 percent). The variance was due to a combination of expenses falling below the accrual threshold, timing of payments, as-needed services, and delays in consultant work pending grant funding. This variance is expected to normalize by the fiscal year-end.
 - **Other Services** were \$0.2 million, compared to a budget of \$0.4 million, resulting in a favorable variance of \$0.2 million (49.1 percent), primarily due to timing of payments and as-needed services.

- **Other** reflected a favorable variance of \$0.3 million (9.3 percent), primarily due to:
 - **Claims Reserves and Payments** were \$0.1 million, compared to a budget of \$0.4 million, resulting in a favorable variance of \$0.3 million (81.1 percent). Monthly adjustments are based on claim estimates, which fluctuate throughout the year, while the budget reflects an annualized estimate.
 - **CUB Claims Reserves and Payments** were \$0.5 million, with no adopted budget, resulting in an unfavorable variance of \$0.5 million (100.0 percent). No budget was assumed, as the contractor is responsible for the first \$5 million in liability effective 2024. The reserve adjustment reflects legacy claims or incidents that occurred prior to the liability transfer. Staff will continue to monitor this line-item and will return to the Board with a budget amendment if material adjustments are needed.
- Offset by a temporary favorable variance of \$0.5 million across other items within this subcategory, primarily due to the timing of expenses and activities that have not yet occurred.

Other Information:

The Agency accounts for revenues and expenses on a modified accrual basis, with only material items accrued in the monthly financial statements. The budget is developed based on annual projections and the best available estimates at the time, including assumptions about the timing of financial activity. As such, month-to-month variances between budget and actuals may occur due to timing differences, such as invoice processing, changes in project schedules, and other unforeseen factors. Staff continue to monitor these variances, which are expected to normalize over the fiscal year. A budget amendment will be brought to the Board if material changes are identified.

Budget Impact

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

Prepared By: Kyle Huie	Manager, Accounting	650-551-6180
Cleo Liao	Manager, Budgets	650-508-7756



**SAN MATEO COUNTY TRANSIT DISTRICT
SOURCES AND USES DETAIL
FISCAL YEAR 2026
AS OF JULY 31, 2025**

(In thousands)

	YEAR-TO-DATE				ANNUAL
	JULY				
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
Passenger Fares	\$ 1,179	\$ 955	\$ (224)	(19.0%)	\$ 13,304
Rental Income	161	168	7	4.3%	1,927
Dumbarton Rental Income	87	87	-	0.0%	1,048
Investment Interest Income	1,481	2,024	543	36.6%	17,960
Advertising Income	64	64	-	0.0%	773
Other Income	37	773	736	1,987.3%	445
Agency Indirect Administration Recovery	4,065	4,223	159	3.9%	38,999
Subtotal: Operating Revenue	7,074	8,293	1,220	17.2%	74,455
Prop A Sales Tax	9,249	9,249	-	0.0%	114,856
Measure W Sales Tax	4,624	4,624	-	0.0%	57,428
Transportation Development Act (TDA) Transit Fund	-	-	-	0.0%	51,793
State Transit Assistance (STA)	-	-	-	0.0%	9,330
Operating Grants	-	-	-	0.0%	3,019
Subtotal: Operating Assistance	13,873	13,873	-	0.0%	236,426
Transportation Development Act (TDA) 4.5 Redi-Wheels	-	-	-	0.0%	2,726
State Transit Assistance (STA) - Paratransit	-	-	-	0.0%	1,011
SMCTA Measure A Redi-Wheels	370	370	-	0.0%	4,594
Measure M Paratransit	-	-	-	0.0%	1,200
Operating Grants - American Disabilities Act	-	-	-	0.0%	3,812
Subtotal: American Disabilities Act Operating Assistance	370	370	-	0.0%	13,344
Employer SamTrans Shuttle Funds	400	382	(18)	(4.4%)	8,570
Subtotal: Multi-Modal Transit Program Operating Assistance	400	382	(18)	(4.4%)	8,570
Pass-Through to Other Agencies	113	113	-	0.0%	1,356
TOTAL - SOURCES	21,829	23,032	1,202	5.5%	334,151
USES					
Wages & Benefits	19,506	19,124	381	2.0%	130,444
Board of Directors	22	14	8	37.9%	266
Indirect Admin and Overhead Costs - Labor	1,717	2,336	(619)	(36.1%)	11,488
Subtotal: Labor	21,245	21,474	(229)	(1.1%)	142,198
Contracted Urban Bus Service	3,147	3,042	105	3.3%	37,764
Contracted American Disability Act Programs	1,630	1,481	149	9.1%	19,561
Contracted Multi-Modal Transit Programs	401	379	21	5.3%	8,865
Non-Labor Subtotal - Purchased Transportation	5,178	4,903	275	5.3%	66,189
Vehicle Maintenance (Contracted)	155	14	141	90.7%	1,862
Dumbarton Maintenance of Way	29	-	29	100.0%	350
Property Maintenance	356	167	189	53.2%	4,274
Professional Services	1,040	208	832	80.0%	11,547
Technical Services	464	396	67	14.5%	7,828
Security and Law Enforcement	428	376	51	12.0%	6,836
Ticketing and Fare Collection	111	119	(9)	(7.9%)	1,328
Other Services	408	207	200	49.1%	4,089
Non-Labor Subtotal: Contracted Services	2,990	1,488	1,502	50.2%	38,115



**SAN MATEO COUNTY TRANSIT DISTRICT
SOURCES AND USES DETAIL
FISCAL YEAR 2026
AS OF JULY 31, 2025**

(In thousands)

	YEAR-TO-DATE				ANNUAL
	JULY				
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Bus Fuel and Energy	634	576	58	9.2%	8,822
Bus Parts and Materials	390	371	19	4.9%	4,679
Uniforms and Bus Operator Expense	53	17	36	67.3%	691
Office Supplies / Printing	86	14	73	84.0%	841
Non-Labor Subtotal: Materials & Supplies	1,164	978	186	16.0%	15,033
Telecommunication	77	7	70	91.4%	921
Other Utilities	179	247	(68)	(38.1%)	2,142
Non-Labor Subtotal: Utilities	255	253	2	0.8%	3,063
Workers Compensation	431	369	62	14.4%	5,174
Insurance	350	317	33	9.5%	4,200
Contracted Urban Bus (CUB) Insurance	165	137	28	17.0%	1,985
American Disabilities Act Insurance	145	114	30	20.9%	1,735
Claims Reserves and Payments	385	73	313	81.1%	4,625
Contracted Urban Bus (CUB) Claims Reserves and Payments	-	512	(512)	(100.0%)	-
Promotional Advertising and Events	70	17	53	76.4%	815
Banking and Transaction Fees	41	24	17	40.8%	492
Leases and Rentals	65	1	64	98.8%	4,161
Employee Programs	128	30	97	76.2%	1,517
Training and Business Travel	77	32	44	57.9%	935
Dues and Membership	20	8	12	61.4%	299
Other Expenses	16	8	8	51.7%	174
Indirect Admin and Overhead Costs - Non-Labor	1,061	1,036	25	2.4%	13,054
Non-Labor Subtotal: Other	2,953	2,677	276	9.3%	39,167
Debt Service	-	-	-	0.0%	18,595
Pass Through to Other Agencies	113	113	-	0.0%	1,356
TOTAL - OPERATING USES	33,897	31,886	2,011	5.9%	323,717
Operating Reserve	-	-	-	0.0%	4,803
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	58	87	29	49.3%	698
Subtotal - Allocations & Contributions	58	87	29	49.3%	5,502
TOTAL - USES	33,956	31,973	1,983	5.8%	329,219
SURPLUS/(DEFICIT)	\$ (12,126)	\$ (8,941)	\$ 3,185	26.3%	\$ 4,932
Draw from Prior Year's Measure W	-	-	-	0.0%	-
Draw from Prior Years' Surpluses	-	-	-	0.0%	-
ADJUSTED SURPLUS/(DEFICIT)	\$ (12,126)	\$ (8,941)	\$ 3,185	26.3%	\$ 4,932

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/Chief Executive Officer
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Accept Quarterly Fuel Hedge Update for Fiscal Year 2025 Quarter 4**

Action

This is an informational item. No action is required.

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.

Fiscal Year 2025 Quarter 4 Fuel Hedge Performance

- In the Fourth Quarter of Fiscal Year 2025 (FY25Q4), the fuel hedging program realized a net loss of \$64,762. This is approximately \$0.16 per gallon of realized loss on 412,764 consumed gallons for the quarter. The loss reflects the difference between the hedged price and the actual market price of fuel during the period, which can fluctuate based on market conditions. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$3.32 (Hedged Rate \$/Gallon).
- For the Third Quarter of Fiscal Year 2025 (FY25Q3) there was a realized net loss of \$18,688 or \$0.05 per gallon on 400,246 gallons of consumption with a cost before taxes and fees and after hedging of \$3.12 (Hedged Rate \$/Gallon).

While the FY25Q4 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.

FY25Q4 Hedge Program Asset Information

- The futures account value of \$2,208,439 as of June 30, 2025 consists of:
 - \$200,000 in net cash contributions by SamTrans since inception in May 2020
 - \$214,732 in cumulative net interest income (of which \$17,636 was earned in FY25Q4) since inception
 - \$1,696,011 in realized net gains (decreased fuel cost) since inception
 - \$97,696 in unrealized gain (contingent future decreased fuel cost), up by \$96,869 from \$827 as of March 31, 2025
- As of March 31, 2025 the future account value was \$2,158,696. The value increased by \$49,743 during FY25Q4.

Fiscal Year 2026 Prospective

- For the First Quarter of Fiscal Year 2026 (FY26Q1) there is a projected unrealized loss of \$6,321 which is \$0.02/gallon on all projected consumption. This assumes projected consumption of 319,857 gallons for FY26Q1.
- For FY26, approximately 85 percent of the anticipated fuel usage of 1,268,996 gallons is hedged. Hedging at 85 percent allows SamTrans to balance budget certainty with operational flexibility in the case fuel consumption is lower than anticipated (rollout of ZEBs or service adjustments). The projected cost for FY26 excluding taxes and fees and including the hedge is \$2.80 (Hedged Rate \$/Gallon).

Budget Impact

There is no impact on the budget.

Prepared By: Adela Alicic Manager, Treasury Debt and Investments 650-508-7981

Proclamation

Honoring Transit Month

Whereas, public transportation is a vital component of our community, providing safe, reliable, and affordable mobility options that contribute to the economic vitality, environmental sustainability, and quality of life in San Mateo County; and

Whereas, Transit Month is an opportunity to celebrate the benefits of public transportation, raise awareness of the essential services provided by our transit system, and recognize the hard work and dedication of transit workers; and

Whereas, the use of public transit reduces traffic congestion, lowers greenhouse gas emissions, promotes energy independence, and improves air quality, contributing to the health and well-being of the community; and

Whereas, the San Mateo County Transit District is committed to expanding and improving transit services to meet the growing needs of our population, including investments in infrastructure, technology, and accessibility to ensure equitable access to transportation for all; and

Whereas, on Monday, September 15, SamTrans will have a Rider Appreciation Day where staff will connect with riders at Bay Area Rapid Transit Daly City station and a Coastside location to share information, hand out tokens of appreciation, and thank customers for making SamTrans a vital part of their daily lives; and

Whereas, SamTrans will launch a Ride Like a Leader campaign encouraging elected officials and Board members to ride and share their experiences during the first two weeks of the month; and

Whereas, SamTrans will host Meet the Bus giving local students in East Palo Alto the opportunity to tour a bus and learn firsthand about public transit and its role in the community; and

Now, Therefore, the San Mateo County Transit District Board of Directors does hereby recognize September as Transit Month.

Regularly passed and adopted this 3rd day of September, 2025.



Chair, San Mateo County Transit District

Proclamation

Honoring Hispanic-Latino Heritage Month

Whereas, from September 15, 2025 through October 15, 2025, the United States celebrates Hispanic Heritage Month; and

Whereas, Hispanic-Latino Heritage Month is a time to recognize and celebrate the many contributions, diverse cultures and extensive histories of Hispanic/Latinx communities; and

Whereas, Hispanic/Latino Americans have called San Mateo County home for centuries and were instrumental in shaping the history and culture of the region; and

Whereas, according to the United States Census Bureau, 24.8 percent of San Mateo County's residents identify as Hispanic or Latino; and

Whereas, a survey from 2024 showed that 44 percent of SamTrans riders are of Hispanic/Latino origin; and

Whereas, SamTrans prides itself as a system that is open and welcoming to everyone, and considers access to transportation a fundamental civil right as it allows individuals to move freely and communities to grow and thrive, and therefore must be provided to everyone in a just and equitable manner; and

Whereas, San Mateo County will continue to grow as a vibrant, multicultural community, and the history and culture of all peoples that live in it should be honored and celebrated; and

Whereas, as the primary transit connection serving San Mateo County, it is fitting that SamTrans recognize the diverse population that it serves every day.

Now, Therefore, the San Mateo County Transit District Board of Directors does hereby recognize Hispanic Heritage Month and celebrate Hispanic heritage and culture in the United States and the immense contributions of the Latinx community.

Regularly passed and adopted this 3rd day of September, 2025.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: August 27, 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 97.9 percent recovery rate in Fiscal Year 2025 (FY25) compared to the twelve months prior to COVID (March 2019 through February 2020). The 97.9 percent is above the 83.2 percent experienced for bus service throughout the nation. Local and commuter rail ridership continues its slow recovery rate.

Ridership	12 Months Prior to COVID	12 Months Ended June 2025	Ridership Recovery Rate
SamTrans	10,985,900	10,752,530	97.9%
AC Transit	54,564,562	40,657,349	74.5%
SFMTA	212,085,709	164,398,011	77.5%
VTA	27,501,589	22,838,839	83.0%
Dallas	37,679,113	28,314,448	75.1%
Seattle - King	122,324,823	87,089,553	71.2%
Chicago	240,056,357	183,711,822	76.5%
Atlanta	51,948,568	34,286,732	66.0%
New York MTA	734,703,649	691,761,993	94.2%
National Bus	4,573,946,741	3,805,129,969	83.2%
Caltrain	18,737,562	10,683,343	57.0%
BART Extension	13,425,741	6,115,747	45.6%
BART System	127,479,046	57,998,850	45.5%
National Rail	4,916,367,603	3,686,412,661	75.0%
Total NTD Trips	9,983,577,737	7,871,726,584	78.8%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	350	18	336

* This number excludes the 18 Bus Operator Trainees.

The Bus Rodeo will be at North Base on Saturday, October 18, 2025.



Miles Between Preventable Accidents

The table below illustrates the miles between accidents performance by mode and location for the month of July 2025.

An *accident* is defined as an event that involves any of the following: fatality, serious injury, collision of a District vehicle, or major property damage. A *preventable accident* is one in which the driver failed to do everything reasonably to prevent it.

	July 2025		
	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	325,921	0	325,921
South Base	263,976	1	263,976
CUB	231,695	1	231,695
Fixed Route Total	821,592	2	410,796
ADA	196,601	4	49,150
Micro Transit	17,332	1	17,332

Safety Updates

SamTrans will participate in an emergency preparedness exercise with San Francisco International Airport on September 17.

The Safety Campaign continues to remind Operators to “Rock and Roll.” It is a technique used to increase the field of vision by moving the head and upper body in a back and forth, and side to side motion to minimize blind spots and expose visual obstructions. This is especially helpful in congested areas where pedestrians, vehicles, and fixed objects can become obscured.

Safety Stand Downs at North Base and South Base have expanded the participation which now includes staff from the Employee Relations Department, Training Department, Transportation Department, and our transit partners at MV Transportation. The collaboration and support is well received by the bus operators while promoting a positive safety culture.

Regional/MTC Matters

Senate Bill (SB) 63 continues to move through the legislative process. The bill was considered at an Assembly Appropriations hearing on August 20, and the Assembly Appropriations suspense hearing will be held on August 29 where all bills with a fiscal impact are considered in bulk. The bill will likely return to the Assembly Transportation Committee during the first week of September. September 9 is the last day the bill can be amended, and September 12 is the last

day for the Legislature to pass the bill. At the request of the San Mateo County Board of Supervisors, SamTrans staff gave a SB 63 presentation at a special Board of Supervisors meeting on August 26.

Employee of the Month (EOM) Recognitions, July 2025

Bus Operator EOM for North Base is **Eric Chung**. This is Eric's fourth EOM Award during his 22 years of service with the District.

Bus Operator EOM for South Base is **Andrew Cheung**. This is Andrew's sixth EOM Award during his nearly 23 years of service with the District.

Bus Maintenance EOM for North Base is **Utility Worker Luke Kung**. This is Luke's first EOM Award during his nearly 2 years of service with the District.

Bus Maintenance EOM for South Base is **Lead Mechanic Roger Pega**. This is Roger's first EOM Award during his 18 months of service with the District.

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT August 2025

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Section 2: Progress and Schedule4
Section 3: Accomplishments and Upcoming Work5
Section 4: Risk Register / Critical Issues6

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 \$126,000,000 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 percent Contingency. This contingency will be reported monthly when used.

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Owner Allowance for TI	36,851	36,851	100.00%
HQ Tenant Improvement (TI)	11,469	10,427	90.91%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	5,499	58.63%
Non-TI, Information, Communications, & Technology (ICT), Audio/Visual, and Security Systems	6,794	969	14.26%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	0	0.00%

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
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	1,786	47.14%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	58,536	78.66%

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

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, Permit Approval	10/02/25	10/02/25	01/05/26	01/05/26	0	0
Non - TI GC, GC Mobilization / Buildout	01/06/26	01/06/26	05/05/26	05/05/26	0	0
Non - TI Move, Complete Questionnaires and Name Ambassadors	03/03/25	03/03/25	04/07/25	04/07/25	0	0
Non - TI Move, Finalize RFP and Contract Procurement	04/08/25	04/08/25	10/31/25	10/31/25	0	0
Non - TI Move, Move Services Contract for Board 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
In the Field: Framing walls, rough-in mechanical, electrical, and plumbing work	Finalizing Physical Mover Award
Continue to process construction submittals for product release	Finalizing Faces to Spaces
Verify furniture, audio/visual, and power dimensions in the field	Continued Discussions with IT
Continue procurement activities for the Non-Tenant Improvement Work	Continued Discussions with Facilities
	Finalizing Change Management Award

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	Move management
In the Field: Finalizing rough-in mechanical, electrical, plumbing on lower floors. Upper floors include drywall, trim, ceiling grid and painting.	Physical Mover Contract Award
Continue to process construction submittals and RFIs	Change Management Award
Finalize furniture order and room identification signage.	Change Management Kick-off Planning
Continue procurement activities for the Non-Tenant Improvement Work	Revise Master Move Matrix with Faces to Spaces Data
Day 2 drawings City Review	Coordinate badge ID, door designation, etc. with IT and Security

Section 4: Risk Register / Critical Issues

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>
<p>Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.</p>	<p>The Project Team is actively processing submittals and coordinating with manufacturers to maintain schedule alignment. Where necessary, alternate products equal to or higher-quality equivalents are under review to reduce or eliminate delays.</p>
<p>Budget: With the subcontractors now onboard, detailed trade and field coordination with the design team and drawings is underway. If coordination conflicts arise, adjustments to the design or construction approach may be required, potentially resulting in a change order.</p>	<p>The Design Team and Trades are closely coordinating to address conflicts and adjacencies. Collaborative solutions are being implemented to resolve issues with minimal impact on the budget.</p>

SamTrans' HQ September Update



September Agenda

Project Scope

Project Budget

Project Schedule & Milestones

Project Updates through August 2025

Upcoming Activities through September 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 \$126 M building purchase price
2. \$11.5M by SamTrans approved by the Board in December 2024

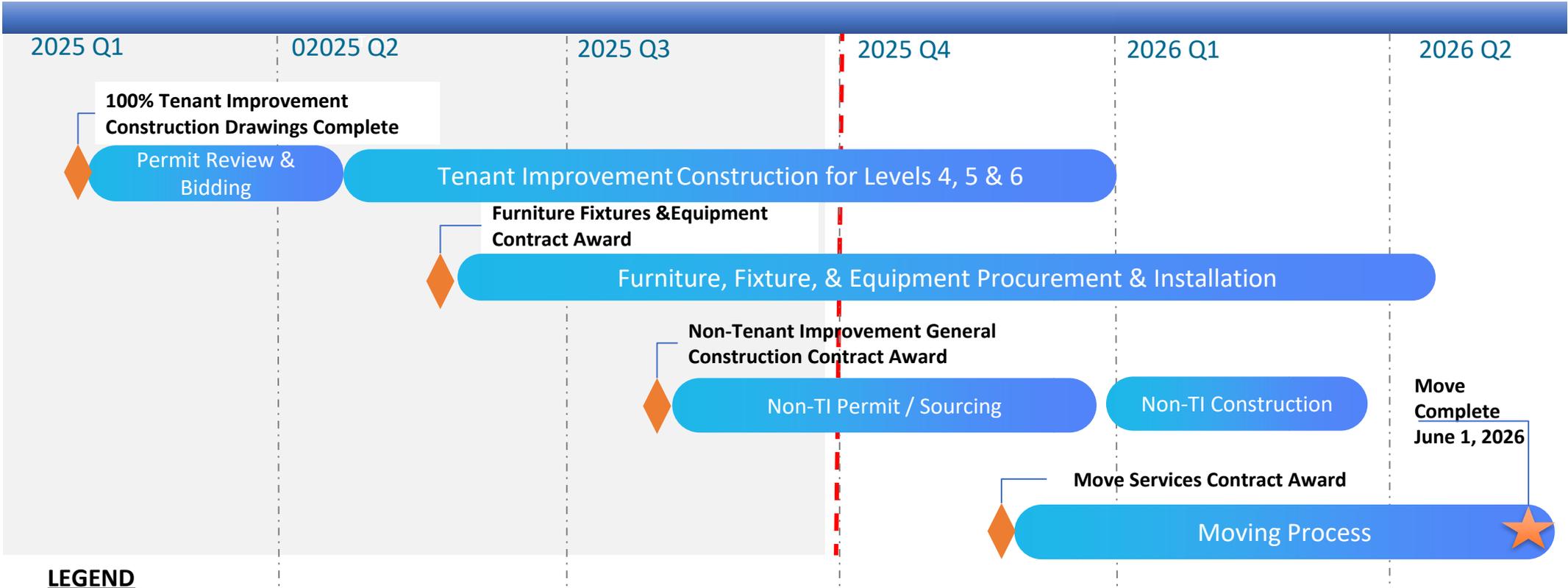
Non-Tenant Improvement Budget: \$26.1M

Total Budget Approved: \$74.4M

Committed / Percent Complete

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	47,278	97.84%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	5,499	58.63%
Non-TI, Information, Communications, & Technology (ICT), Audio Visual, and Security Systems	6,794	969	14.26%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, 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	1,786	47.14%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	58,536	78.66%

Project Schedule



LEGEND

Summary Tasks

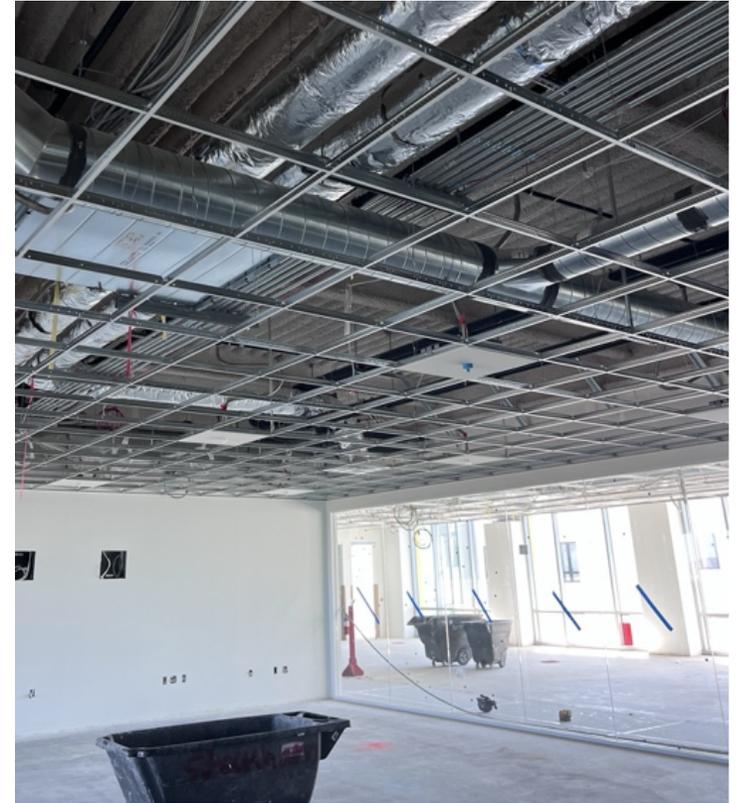
Milestones

ThePhoto by PhotoAuthor is licensed under CCYUSA.

Project Updates through August 2025

- In the Field: Finalized rough-in mechanical, electrical, plumbing on lower floors. Upper floors began drywall, trim, ceiling grid and painting.
- Continued to process construction submittals and RFIs.
- Finalized furniture order and room identification signage.
- Continued procurement activities for the Non-Tenant Improvement Work
- Submitted Day 2 drawings to City of Millbrae for permit

Construction Progress Photos



Upcoming Activities in September 2025

In the Field: Finalizing framing and drywall on lower floors.

Upper floors include trim, ceiling grid and painting.

Process RFIs and conduct ongoing field coordination

Place furniture order and develop signage/branding.

Continue procurement activities for the Non-Tenant

Improvement Work: Move Services / Change

Management

City continues review of Day 2 drawings

Risk Register: Key Items

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.	The Project Team is actively processing submittals and coordinating with manufacturers to maintain schedule alignment. Where necessary, alternate products equal to or higher-quality equivalents are under review to reduce or eliminate delays.
Budget: With the subcontractors now onboard, detailed trade and field coordination with the design team and drawings is underway. If coordination conflicts arise, adjustments to the design or construction approach may be required, potentially resulting in a change order.	The Design Team and Trades are closely coordinating to address conflicts and adjacencies. Collaborative solutions are being implemented to resolve issues with minimal impact on the budget.

Anticipated Board Approvals

Fall 2025: Caltrain Lease

~~November 2025: Move Service Contract~~

TBD: Off-Site Agency Vehicle Parking

TBD: Leasing of Market Ready Suites

TBD: Leasing of Retail Spaces

Questions

BOARD OF DIRECTORS 2025

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MARIE CHUANG, VICE CHAIR
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MARINA FRASER
RICO E. MEDINA
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PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Community Relations Committee Meeting
Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

September 3, 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. | Call to Order | |
| 9.b. | Approval of Minutes of the Community Relations Committee Meeting of August 6, 2025 | Motion |
| 9.c. | Accessible Services Update | Informational |
| 9.d. | Citizens Advisory Committee Update | Informational |
| 9.e. | Paratransit Advisory Council Update | Informational |
| 9.f. | Monthly State of the Service Report July 2025 | Informational |
| 9.g. | Annual State of Service Report Fiscal Year 2025 and Quarterly State of Service Report Fiscal Year 2025 Quarter 4 | Informational |
| 9.h. | 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 Committee. Staff recommendations are subject to change by the Committee.

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

**Community Relations Committee Meeting / Committee of the Whole
DRAFT Minutes of August 6, 2025**

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

Members Present (Via Teleconference): None

Members Absent: None

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

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

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, T. Dubost, L. Lumina-Hsu, D. Olmeda, M. Tseng, S. van Hoften

9.a.1. Call to Order

Committee Chair Canepa called the meeting to order at 3:01 pm.

9.a.2. Approval of Minutes of the Community Relations Committee Meeting of July 2, 2025

Motion/Second: Powell/Medina

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

Noes: None

Absent: None

9.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, stated fare assistance program for RediWheels and RediCoast programs reverification underway.

9.a.4. Citizens Advisory Committee Update

Max Mautner, CAC Vice Chair, stated the CAC did not meet due to lack of quorum.

9.a.5. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, stated the PAC viewed new paratransit vehicle.

9.a.6. Monthly State of Service Report | June 2025

David Olmeda, Chief Operating Officer, Bus, stated the June report is in the packet and highlighted in July there was one preventable accident, one did not operate (DNO), and 86.6 percent on-time performance.

9.a.7. Adjourn – The meeting adjourned at 3:04 pm.

DRAFT

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

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

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

The minutes from the PAC and PAL meeting for July 8, 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 July 8, 2025, Meeting

ATTENDANCE

Members in person: Benjamin McMullan, Chair, CID; Tina Dubost, SamTrans; Michele Epstein, OSS; Sandra Lang, Community Member; Marie Violet, Dignity Health; Larisa Vaserman, Consumer; Rajkumar Agarwal, Consumer
(Member in-person attendance = 7/11, Quorum = Yes)

Members on Zoom: N/A

Members Absent: Michele Epstein, Susan Capeloto

Guests:

Marvin Ranaldson, Nelson\Nygaard (Zoom); Mary Thomasmeyer, Nelson\Nygaard (Zoom); Lisa Weiner, Commission on Disabilities (Zoom); Sarah Verity, AbilityPath (Zoom); Chris Espiritu, SamTrans (Zoom), Kenneth Richardson, TransDev/Redi-Wheels; Jocelyn Feliciano, TransDev/Redi-Wheels; Lynn Spicer, SamTrans, Charlsie Chang, SamTrans

Demonstration of New Transit Vans

Committee members attended a demonstration of the new Transit Vans and made comments to SamTrans Maintenance staff.

WELCOME/INTRODUCTIONS

Ben McMullan called the meeting to order.

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

APPROVAL OF JUNE MINUTES

A motion was made to approve the June 10, 2025 minutes. The motion was seconded. The minutes were approved.

PUBLIC COMMENTS

Rajkumar had some questions and comments.

- Can the Redi-Wheels application period be changed from 2 to 5 years? The answer was that the process has already changed to extend the time period.
- Is there an app for Redi-Wheels? The answer was that there is not yet an app.

- I have a walker, so I want to make sure the vehicle picking me up has a ramp. Sometimes they send a small cab. The response to the comment let Rajkumar know that they can mark his profile to exclude sedans/cabs.
- A comment on having a bad experience with late pickups and drivers not waiting the full 5 minutes, as well as issues with connecting between paratransit services and how the providers should coordinate so if one is late, the other will wait for the passenger.

Larisa made a comment on potential safety issues with the bus driving on narrow streets.

Sandra asked a question about County Connections, and Lynn explained that County Connections/East Bay Paratransit is the East Bay paratransit service and that riders can schedule rides on other county providers.

PRESENTATION: Bus Stop Improvement Program (BSIP)

Chris, Charlise, Nicola and Chelsea from the strategic planning team at SamTrans provided a presentation on the agency's BSIP Amenity Design Refresh Project. Goals include developing an updated design standard for bus stop amenities and deploying at bus stops across the service area. The team will launch a bench pilot, then in 2026 will start implementing the new designs. The presentation included a preview of some design concepts that showed ideas for shelters, benches, lighting, and real-time information displays.

Feedback from PAC members included concerns about security, with bus stops being a popular place for people who are homeless to gather. They suggested SamTrans install cameras to help address the safety concerns. There was also a discussion on how decisions are made as to which stops get shelters. Another PAC member asked about who should be called when a rider feels unsafe or wants to report an incident.

PAC COMMITTEE REPORTS

Policy/Advocacy/Legislative (PAL)

Motion was made to approve the June 10, 2025 PAL Meeting Minutes. Motion was seconded. Minutes were approved.

Ben reported on MTC's Accessible Futures Conference held on June 16-17 and the different topics that were discussed, all related to transportation, housing, environment, and economy. The conference attendees drafted a resolution that collected signatures, and a task force will be put in charge of implementing it. There was a question about what will be done with the resolution, and Ben informed the group that it will likely be brought to agencies across the Bay Area and then the state legislature for policy recommendations. Tina mentioned that it would

be good to share the resolution with the PAC. Tina also had a question about how transportation to MTC worked out for attendees, and Ben mentioned that there was an option to join the conference virtually. Ben mentioned that Drennen Shelton (conference organizer at MTC) will be speaking at PAC's retreat in October and can speak to the conference/resolution.

Legislative update on regional sales tax measure to fund transit. San Mateo County has until mid-August to decide if they will join the ballot measure. Ben asked if there was an update on AB 1250, and there was not.

Education

The education committee did not meet in June and instead met to discuss the retreat. The next meeting is September 2nd at 3pm.

Executive

Ben provided an update on the retreat. The retreat will be held on October 7th from 10am – 2pm held on the 4th floor of SamTrans headquarters. Ben previewed the agenda for the retreat, including presentations, lunch, and break out groups.

SAMTRANS/REDI-WHEELS REPORTS

Formal reports were skipped due to time constraints. There were no questions on the performance summary and comment statistics report.

UPDATES AND ITEMS OF INTEREST

Agencies

No report

County Commissions (CoA and CoD)

No report

Center for Independence (CID) – Ben McMullan

Movie showing tomorrow, July 9th. Ben will distribute flyers.

Coastside Transportation Committee (CTC) – Tina Dubost

No report

Trans. Auth.-Citizens' Advisory Committee (TA-CAC) – Sandra Lang

No report. Next meeting is at 4:30 today. Report will be provided in September along with the August report.

Department of Rehabilitation (DOR) – Susan Capeloto

No report (Susan not in attendance)

ADA policy refresher – Tina Dubost

Skipped due to time constraints

OTHER BUSINESS

There are upcoming events to celebrate the 35th anniversary of the ADA this month (specifically one on July 26).

There is a new private business for non-medical transportation called Wheelchair Express.

There is no PAC meeting in August.

ADJOURNMENT

Meeting was adjourned.

**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 | July 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 2.3 percent in July 2025 compared to July 2024. The total monthly ridership increased by 2.6 percent in July 2025 compared to July 2024.

Post-pandemic SamTrans total fixed-route bus ridership recovery in July 2025 reached **99.5 percent** of pre-pandemic total ridership in July 2019.

Microtransit: Starting this month, SamCoast ridership has been moved from Bus ridership to Microtransit ridership for more accurate categorization. Ridership reflected in the Microtransit category now includes Ride Plus and SamCoast. Average weekday ridership on all microtransit services was 174, and total ridership was 4,738. The average weekday ridership increased 37.9 percent compared to July 2024, and the total ridership increased 37.7 percent compared to July 2024.

Youth Unlimited Pass: For July 2025, Youth Unlimited Pass usage increased 5.2 percent compared to July 2024.

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

- **Preventable Accidents** – There were 2 preventable accidents in July 2025 (1 from District and 1 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans met its goal with 0.2 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 34 service calls in July 2025 (22 from District and 12 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 1.03 service calls per 25,000 miles, or 24,171 miles between service calls.

- **On-Time-Performance (OTP)** – July 2025 systemwide OTP was 85.1 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service met this goal.
- **Did Not Operate (DNOs)** – In July 2025, there were 3 total DNOs, or missed trips.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jul-23	Jul-24	Jul-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	25,630	28,393	28,865	1.7%	25,630	28,393	28,865	1.7%
Paratransit	697	739	777	5.1%	697	739	777	5.1%
Shuttles	1,688	1,595	1,747	9.5%	1,688	1,595	1,747	9.5%
Microtransit	111	126	174	37.9%	111	126	174	37.9%
Total	28,126	30,853	31,563	2.3%	28,126	30,853	31,563	2.3%

SAMTRANS Total Ridership								
Mode	Jul-23	Jul-24	Jul-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	701,366	790,274	806,817	2.1%	701,366	790,274	806,817	2.1%
Paratransit	17,536	19,449	20,401	4.9%	17,536	19,449	20,401	4.9%
Shuttles	33,748	35,133	38,441	9.4%	33,748	35,133	38,441	9.4%
Microtransit	2,869	3,442	4,738	37.7%	2,869	3,442	4,738	37.7%
Total	755,519	848,298	870,397	2.6%	755,519	848,298	870,397	2.6%

CALTRAIN Average Weekday Ridership								
Mode	Jul-23	Jul-24	Jul-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	20,334	23,286	40,015	71.8%	20,334	23,286	40,015	71.8%

CALTRAIN Total Ridership								
Mode	Jul-23	Jul-24	Jul-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	492,381	603,989	1,078,197	78.5%	492,381	603,989	1,078,197	78.5%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jul-23	Jul-24	Jul-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	99	106	99	-6.6%	99	106	99	-6.6%
BART (San Mateo County)	18,703	18,711	20,520	9.7%	18,703	18,711	20,520	9.7%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jul-23	Jul-24	Jul-25	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	1,982	2,323	2,188	-5.8%	1,982	2,323	2,188	-5.8%
BART (San Mateo County)	499,115	514,588	570,073	10.8%	499,115	514,588	570,073	10.8%

IMPORTANT NOTES:

Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service.

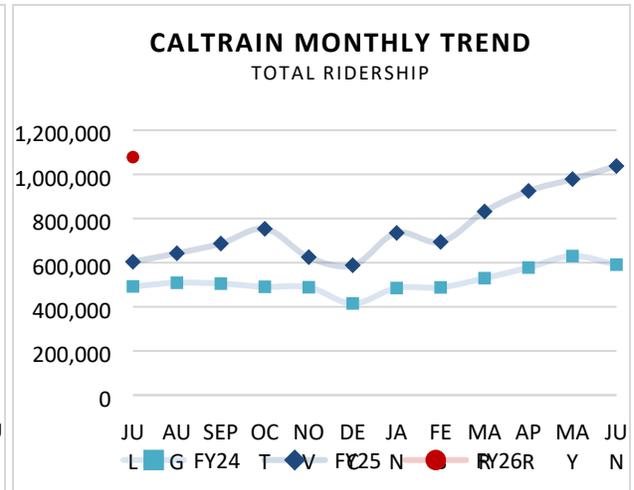
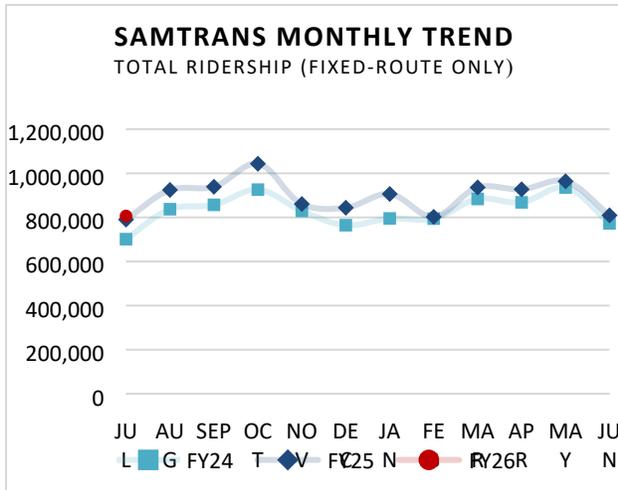
Microtransit ridership includes Ride Plus and SamCoast.

Shuttle ridership includes SamTrans 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	Jul-23	Jul-24	Jul-25
Adult	457,900	525,608	541,842
Eligible Discount	179,193	192,756	193,876
Youth	64,273	74,233	71,099
--- Youth Unlimited Pass	27,933	39,184	41,204
Total	701,366	792,597	806,817

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jul-23	Jul-24	Jul-25
On-Time Performance	79.7%	83.8%	85.1%
Preventable Accidents	17	18	2
--- District	10	11	1
--- Contracted Services	7	7	1
Service Calls	22	30	34
--- District		19	22
--- Contracted Services		11	12
Trips Scheduled	37,310	39,393	47,400
Did Not Operate DNOs	0	0	3

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 410,900 miles between Preventable Accidents this month.

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Jul-23	Jul-24	Jul-25
Total Ridership	2341	2,707	3,844
--- East Palo Alto Trips	1,721	1,911	2,757
--- Half Moon Bay Trips	620	796	1,087
Active Users	318	338	382
New Registrations	535	146	84
Total Downloads	696	324	191
--- iOS Downloads	483	287	155
--- Android Downloads	213	37	36
Load Factor	1.5	1.2	1.2

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 24,171 miles between Service Calls this month.

Ride Plus started in June 2023.

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jul-23	Jul-24	Jul-25
Revenue Hours (Sched.)	50,960	54,934	64,466
Revenue Miles (Sched.)	485,359	521,803	585,344
Total Fleet Miles (Actual)	689,959	735,328	821,799

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

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

PARATRANSIT Operations Key Performance Indicators			
KPI	Jul-23	Jul-24	Jul-25
On-Time Performance (RW)	89.7%	90.6%	90.9%
On-Time Performance (RC)	93.2%	90.3%	77.5%
Preventable Accidents (RW)	2	2	4
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	4
Service Calls (RC)	0	0	0

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jul-23	Jul-24	Jul-25
Revenue Miles (RW)	151,429	166,998	164,207
Revenue Miles (RC)	16,432	21,854	15,959
Fleet Miles (RW)	192,507	150,932	186,208
Fleet Miles (RC)	20,782	28,994	27,621

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Bus	30,034	25,630	28,393	28,865	96.1%
Paratransit	1,129	697	739	777	68.8%
Shuttles	11,768	1,688	1,595	1,747	14.8%
Microtransit	35	111	126	174	497.8%
Total	42,966	28,126	30,853	31,563	73.5%

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

SAMTRANS Total Ridership					
Mode	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Bus	811,015	701,366	790,274	806,817	99.5%
Paratransit	28,706	17,536	19,449	20,401	71.1%
Shuttles	265,397	33,748	35,133	38,441	14.5%
Microtransit	815	2,869	3,442	4,738	581.3%
Total	1,105,933	755,519	848,298	870,397	78.7%

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 96.1 percent of pre-pandemic levels (2019) for this month of July 2025.

CALTRAIN Average Weekday Ridership					
Mode	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Caltrain	70,493	20,334	23,286	40,015	56.8%

CALTRAIN Total Ridership					
Mode	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Caltrain	1,672,672	492,381	603,989	1,078,197	64.5%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Dumbarton	149	99	106	99	66.4%
BART (San Mateo County)	46,212	18,703	18,711	20,520	44.4%

OTHER MODES in San Mateo County Total Ridership					
Mode	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Dumbarton	3,287	1,982	2,323	2,188	66.6%
BART (San Mateo County)	1,182,731	499,115	514,588	570,073	48.2%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Jul-19	Jul-23	Jul-24	Jul-25	% ³
Adult	461,589	457,900	523,285	541,842	117.4%
Youth	101,475	64,273	74,233	71,099	70.1%
Eligible Discount	247,951	179,193	192,756	193,876	78.2%
Total	811,015	701,366	790,274	806,817	99.5%

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.

IMPORTANT NOTES:

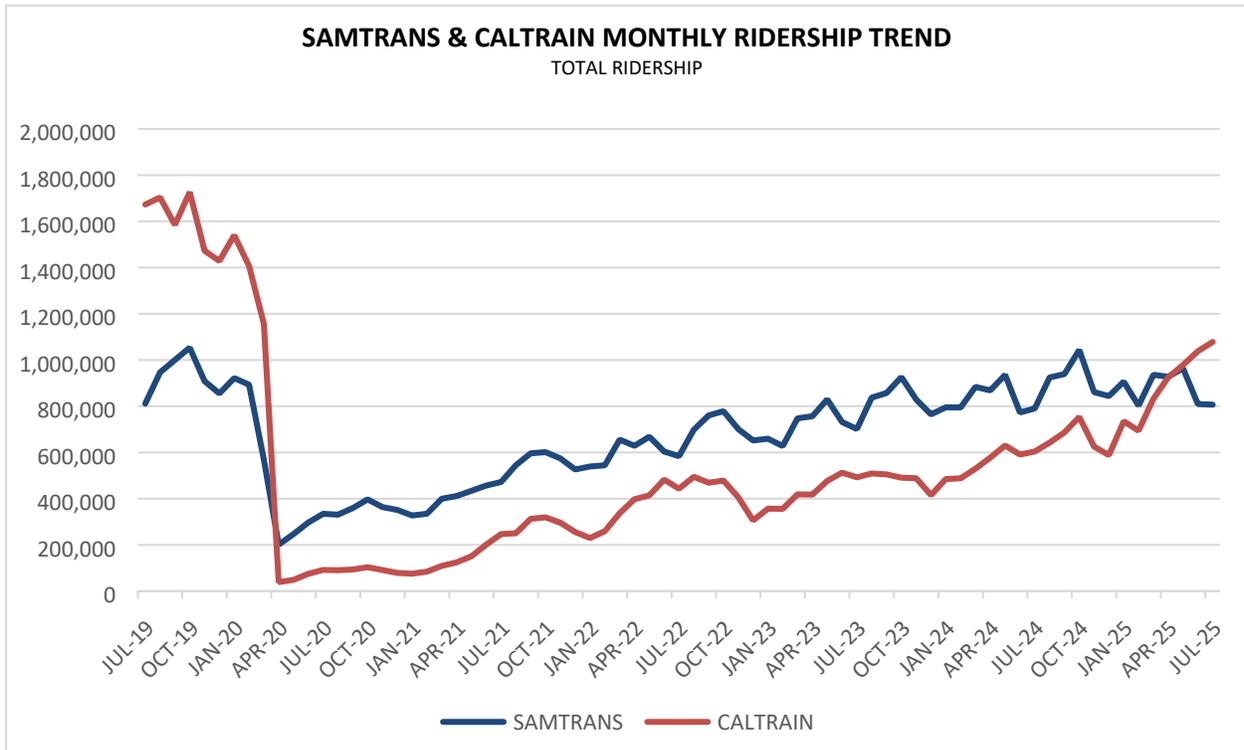
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SamTrans (Bus) ridership includes Fixed-Route service.

Microtransit ridership includes Ride Plus 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	Jul-23	Jul-24	Jul-25
Complaints	88	82	79
Accessibility	7	12	6
Compliments	17	9	13
Service Requests	54	61	23
Reports Total	166	164	121

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

The total number of reports for SamTrans has decreased from July 2024 (164) to July 2025 (121).

COMMUNICATIONS & MARKETING

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

SamTrans Monthly Press Releases and Earned Media

Press Releases and Blogs:

- SamTrans to operate holiday schedule on Friday, July 4
- SamTrans Board reviews transit-positive polling ahead of key August vote on regional funding measure
- SamTrans Board adopts new 10-year capital plan to guide long-term investment strategy

- SamTrans moving forward with plans for permanent hydrogen fueling station to power zero-emission bus fleet

Article Mentions:

- **Hydrogen fueling and green transit:** NewsBreak, Patch, Mass Transit Magazine, Hoodline, World News, San Mateo Daily Journal, Sustainable Bus, Bus News, Metro Magazine, MobilityPlaza, Global Hydrogen,
- **Capital improvement and funding:** San Mateo Daily Journal, Metro Magazine,
- **Clipper Card outage:** ABC-7 (KGO), NewsBreak, Sing Tao Daily,
- **Regional transit measure:** NewsBreak, Citizen Portal, Mass Transit Magazine, San Mateo Daily Journal, Palo Alto Daily News
- **Grand Boulevard Initiative:** San Mateo Daily Journal
- **Downtown San Carlos vision:** San Mateo Daily Journal
- **July Fourth:** Mountain View Voice

Social Media Activities

Digital Marketing Report

- In July, SamTrans focused efforts on promoting routes within the 'Effortless Travel, Endless Possibilities' campaign
 - Messaging was pushed out to highlight Coastside services and destinations that may appeal to students due to summer vacation
 - Multilingual vertical content was pushed to appeal to Spanish riders
- Messaging for the SamTrans feedback survey was posted at the end of the month

Other Digital Marketing Highlights

- Drive With Us Bus Operator Recruitment Campaign
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign
- Fourth of July Service
- Citizens Advisory Committee (CAC) Recruitment

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.

JULY 2025	JULY 2024	% Change
Impressions: 1,631,269	Impressions: 149,469	+991.4%
Engagements: 4,075	Engagements: 3,685	+10.6%
Post Link Clicks: 1,409	Post Link Clicks: 1,455	-3.2%

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

Marketing Activity Highlights

Ride Plus Campaign

- Ride Plus web content views: 2,204 (June: 964)
- Total Impressions: 41,669
- Total Ad/Post Clicks: 2,450
- July Ad Spend: \$993.27
- Outreach Contacts: 35 (East Palo Alto Family Day)

Effortless Travel Campaign

Bay Area Newsgroups Ad Network

Running digital ads on Bay Area news websites, social media and other ad partners. Ads are continuing to perform within industry performance indicator standards.

- Web views: 30,166 (June 2025: 27,863)

Summer Youth Pass (SYP) Campaign

- The SYP Campaign has concluded, running from May to July.
- Total Sales: 198
- Total Budget: \$9,863
- Total Impressions: 1.2 million
- Total Clicks: 5,548

- 27 percent sales drop from 2024 (272)
- 9.3 percent less ad budget spent than 2024 (\$10,880)
- Top Purchase Method: SamTrans Mobile (69 percent)
- SYP pageviews: 1,572 (June 3,554)

Prepared By:	Kate Christopherson, AICP	Principal Planner, Operations Planning	650-622-7877
	Tasha Bartholomew	Director, Communications	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
Subject: Annual State of Service Report | Fiscal Year 2025

Action

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

Significance

The annual 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 July 2024 through June 2025 (Fiscal Year 2025).

Fiscal Year 2025 (FY25) included five service changes (Runbooks 146 through 150). In addition to the typical schedule adjustments to improve on-time performance and pausing school-oriented routes during summer when schools are out of session, there were major service changes on August 4, 2024 (Runbook 147) and February 23, 2025 (Runbook 149).

Runbook 147 (Reimagine SamTrans Phase 4) included the addition of two new Express and Limited routes (CSM and SKY) and the return of route PCX (formerly known as 118). SamTrans also joined agencies operating out of the Salesforce Transit Center with routes EPX and FCX San Francisco destination being the transit platform at Salesforce Transit Center. The February service change 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.

FY25 Summary (compared to FY24):

- 7.7 percent increase in total ridership
- 7.4 percent increase in ridership on equity priority routes
- 1.6 percent increase in on-time performance
- 7.7 percent increase in cost per passenger and 8.6 percent increase in subsidy per passenger on bus services
- 10.5 percent decrease in farebox recovery ratio
- 53.4 percent increase in Clipper START usage
- 0.6 percent increase in preventable accidents per 100,000 miles
- 20.9 percent increase in service calls per 25,000 miles
- 11.0 percent decrease in customer comments per 10,000 boardings

Ridership

Average weekday ridership on SamTrans was 34,217 in FY25, which is an increase of 7.7 percent compared to Fiscal year 2024. Total ridership was 10,782,073, which is an increase of 7.7 percent compared to Fiscal year 2024. For the year, the SamTrans fixed-route bus network recovered 89.4 percent of total ridership compared to pre-pandemic ridership (January through December 2019). Ridership details are included in **Table 1**.

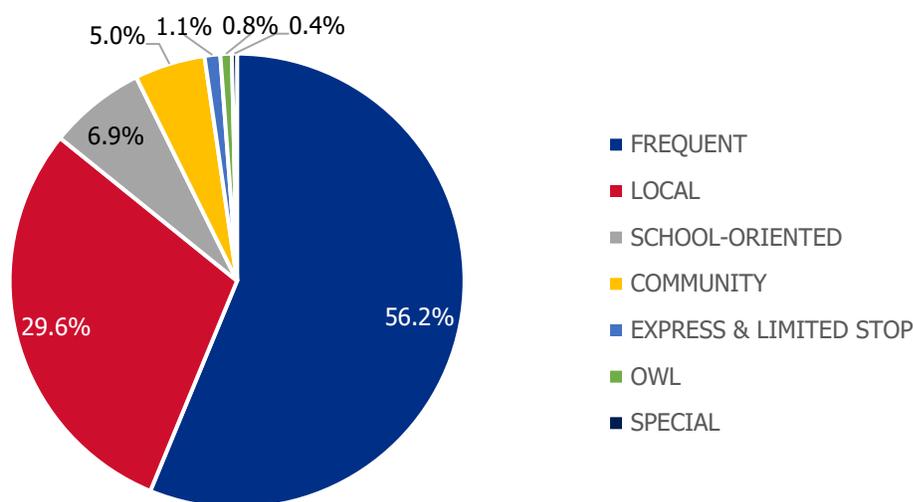
Table 1. Average Weekday Ridership and Total Ridership

Ridership Type	FY25	FY24	%Δ
Average Weekday Ridership	34,217	31,781	7.7%
Total Ridership	10,782,073	10,012,186	7.7%

Note: Does not include Route 713 or Dumbarton Express.

By service category, 56.2 percent of total ridership was on Frequent routes¹, 29.6 percent was on Local routes², 5.0 percent was on Community routes³, 6.9 percent was on School-Oriented routes⁴, 1.1 percent was on Express/Limited Stop routes⁵, 0.8 percent was on Owl⁶ routes, and 0.4 percent was on Special⁷ routes (see **Figure 1**).

Figure 1. Ridership Share by Service Category



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.

Note: Does not include Route 713 or Dumbarton Express.

All service categories saw ridership increases compared to last year except Owl routes. Ridership details by service category are included in **Table 2**. Owl routes likely saw a decrease due to the eliminations of duplicate 296 Owl trips with 296 trips.

Table 2. Total Ridership by Service Category

Service Category	FY25	FY24	%Δ
Frequent	6,062,525	5,766,882	5.1%
Local	3,189,945	2,914,203	9.5%
School-Oriented	741,261	683,597	8.4%
Community	540,999	461,517	17.2%
Express and Limited Stop	120,182	52,453	129.1%
Owl	87,629	95,254	-8.0%
Special	39,532	38,280	3.3%

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. All three measures saw decreased systemwide productivity in FY25 compared to Fiscal year 2024. Ridership productivity measures are included in **Table 3**.

The fixed route bus network generated 15.0 boardings per vehicle revenue hour in FY25, a 7.7 percent decrease over the previous year. School-oriented routes had the highest boardings per vehicle revenue hour with 54.3, and Express and Limited Stop routes had the lowest with 2.8.

SamTrans had 1.5 boardings per revenue mile in FY25, a 6.1 percent decrease over the previous year. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 4.6. Express and Limited Stop routes had the lowest with 0.2.

Finally, SamTrans generated 18.9 boardings per revenue trip in FY25, a 10.0 percent decrease over the previous year. Frequent routes had the highest with 32.8 boardings per trip. Express and Limited Stop routes had the lowest with 2.8 boardings per trip.

Express and Limited Stop service saw the largest decrease in productivity, likely due to the addition of two routes CSM and SKY and the return of route PCX (formerly Route 118) in August 2024. While the three new routes provide express/limited stop service to major

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.

destinations, the ridership base is still growing, and productivity will improve as the ridership base expands. It is important to note the new service will take time to generate ridership.

Table 3. Systemwide Ridership Productivity Measures and Service Category Breakdown

Productivity Measure	FY25	FY24	%Δ
Boardings per Vehicle Revenue Hour	15.0	16.3	-7.7%
Frequent	21.1	21.0	0.2%
Local	11.4	12.3	-7.6%
School-Oriented	54.3	49.3	10.1%
Community	7.1	7.1	-0.8%
Express/Limited Stop	2.8	6.9	-59.2%
Owl	6.1	6.2	-2.0%
Boardings per Vehicle Revenue Mile	1.5	1.6	-6.1%
Frequent	2.2	2.3	-1.5%
Local	1.2	1.3	-2.8%
School-Oriented	4.6	4.1	11.7%
Community	0.7	0.6	8.0%
Express/Limited Stop	0.2	0.4	-41.3%
Owl	0.5	0.5	-4.2%
Boardings per Trip	18.9	21.0	-10.0%
Frequent	32.8	33.9	-3.3%
Local	14.7	15.7	-6.1%
School-Oriented	30.1	27.0	11.3%
Community	6.3	6.1	3.8%
Express/Limited Stop	2.8	11.2	-75.4%
Owl	9.0	9.3	-2.6%

Note: Does not include Route 713 or Dumbarton Express.

Compared to the previous year, Ride Plus service in FY25 increased boardings per revenue hour by 6.3 percent to 1.7 boardings per revenue hour (**Table 4**).¹¹ Boardings per revenue mile decreased by 12.4 percent to 0.3 boarding per revenue mile. The percentage of pooled trips increased by 206.6 percent and the load factor decreased by 6.2 percent. This is likely reflective of an increase in single rider trips that were pooled together due to the new app and algorithm launched in January 2025.

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	FY24	%Δ
Boardings per Vehicle Revenue Hour	1.7	1.6	6.3%
East Palo Alto	1.74	1.65	5.2%
Half Moon Bay	1.8	1.6	9.2%
Boardings per Vehicle Revenue Mile	0.30	0.34	-12.4%
East Palo Alto	0.36	0.43	-16.3%
Half Moon Bay	0.21	0.22	-4.4%
Percent Pooled Trips	30.0%	9.8%	206.6%
East Palo Alto	27.3%	6.6%	315.2%
Half Moon Bay	32.7%	13.0%	151.6%
Load Factor	1.1	1.2	-6.2%
East Palo Alto	1.2	1.3	-6.2%
Half Moon Bay	1.08	1.15	-6.2%

Total ridership on Equity Priority Routes¹² was 8,019,782 in FY25, accounting for 7.4 percent of total ridership (see **Table 5**). 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	FY24	%Δ
Boardings on Equity Priority Routes	8,019,782	7,466,097	7.4%
% of Total Boardings	74.4%	74.6%	-0.3%

On-Time-Performance

Average systemwide on-time performance (OTP) for FY25 was below SamTrans’ OTP goal of 85.0 percent at 81.8 percent; however, this represents a 1.6 percent increase from the previous year. Broken down by fixed route service category¹³, Express and Limited Stop routes had the highest average OTP at 86.1 percent. Owl routes had the lowest average OTP of 71.2 percent. Ride Plus, SamTrans’ microtransit service, had an OTP¹⁴ of 93.5 percent. All service categories, except for Frequent routes, saw on-time performance improve in FY25 compared to the previous year. Staff will continue to pursue resource-neutral ways to improve on-time performance. Details are included in **Table 6**.

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.

¹³ Note: Based on revenue hours, Frequent routes were 40.2 percent of service, Local routes were 39.1 percent, Community routes were 10.7 percent, Express & Limited Stop routes were 6.0 percent, School-Oriented routes were 1.9 percent, Owl routes were 2.0 percent, and Special routes were 0.1 percent. Special routes only include route 138 for this report.

¹⁴ Ride Plus is on time if a vehicle arrives up to five minutes from estimated pick-up time.

Table 6. On-Time Performance by Service Category

Service Category	Goal	FY25	FY24	%Δ
Systemwide	85%	81.8%	80.5%	1.6%
Frequent	85%	80.8%	81.2%	-0.5%
Local	85%	82.5%	80.7%	2.2%
Community	85%	83.4%	80.1%	4.1%
Owl	85%	71.2%	70.3%	1.3%
Ride Plus	85%	93.5%	88.7%	5.4%
Express/Limited Stop	90%	86.1%	78.4%	9.8%
School-Oriented	90%	79.2%	78.4%	1.0%

Fares

In FY25, total fixed route fare revenue was \$12,500,869, a 3.1 percent increase from the previous year (**Table 9**). Of the fares collected, 62.9 percent were Adult fares, 21.1 percent were Eligible Discount fares, and 16.0 percent were Youth fares. As for how passengers paid, 10.1 percent used one-way tickets (e.g., cash, free rides), 47.9 percent used Clipper, and 42.0 percent used a pass (e.g., day, month, Youth Unlimited). There is a decline in cash payment of one-way fares and an increase in Clipper usage compared to last year, likely due to SamTrans’ active promotion of Clipper and participation in additional regional Clipper-based fare programs such as Clipper START and the BayPass pilot program. Details are included in **Table 7** and **Table 8**.

Table 7. Total Fares Collected by Type

Fare Type	FY25	FY24	%Δ
Adult	6,757,785	6,167,154	9.6%
Eligible Discount	2,268,076	2,183,653	3.9%
Youth	1,724,685	1,627,820	6.0%

Table 8. Fares by Payment Method

Payment Method	FY25	FY24	%Δ
One-Way Ticket	1,093,737	1,216,600	-10.1%
Clipper	5,154,684	4,652,052	10.8%
Clipper START	164,989	107,581	53.4%
Pass	4,522,462	4,112,868	10.0%

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

Total operational cost in FY25 was \$211,758,720, a 15.1 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 \$18.48, and the subsidy per passenger was \$17.32. Farebox recovery was 5.9 percent of operating costs, a 10.5 percent decrease compared to the previous year. The average fare per passenger was \$1.16, a

4.3 percent decrease to the previous year’s average fare per passenger of \$1.21. Details are included in **Table 9**.

Table 9. Operating Costs and Farebox Recovery Metrics

Metric	FY25	FY24	%Δ
Farebox Revenue	\$12,500,869	\$12,124,943	3.1%
Average Fare per Passenger	\$1.16	\$1.21	-4.3%
Operational Costs	\$211,758,720	\$183,923,277	15.1%
Cost per Passenger	\$18.48	\$17.16	7.7%
Subsidy per Passenger	\$17.32	\$15.95	8.6%
Farebox Recovery Rate	5.9%	6.6%	-10.5%

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

Financial data is preliminary as of August 13, 2025.

Operator Count

During FY25, the District and Contracted Services (Contracted Urban Bus Service [CUBS] and Coastside) employed a combined total of 472 total fixed route operators, a 6.3 percent decrease compared to the previous year. Of the total fixed route operators, 71.4 percent were District operators, 22.5 percent were CUBS operators, and 6.1 percent were Coastside operators. For details, see **Table 10**.

Table 10. Average Total Operators Over FY25

Operators	FY25	FY24	%Δ
Total	472	504	-6.3%
District	337	326	3.2%
CUBS	106	152	-30.0%
Coastside	29	26	12.7%

Note: Quarterly employment statistics were provided by the District’s People and Culture team and by MV Transportation for CUBS and Coastside services.

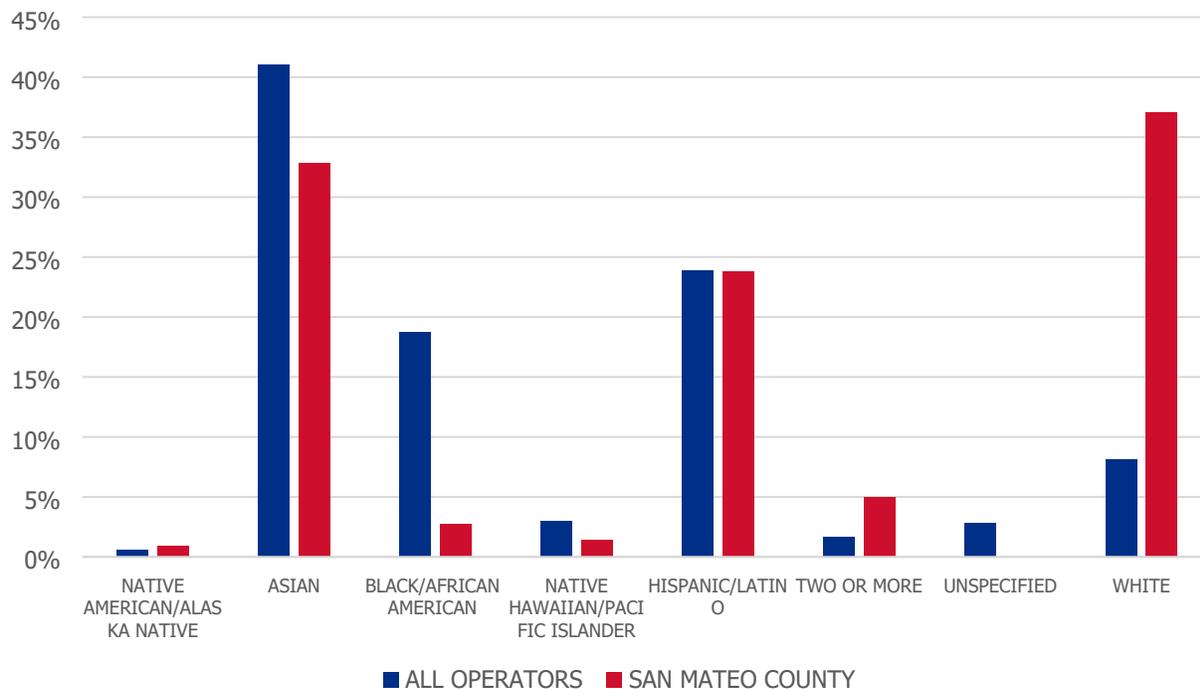
Of the District and Contracted Services, 13.5 percent identified as women and 86.5 percent identified as men. Compared to last year, this is an 18.1 percent decrease in the proportion of operators identifying as women and a 3.7 percent increase in operators identifying as men.

For race and ethnicity, 88.9 percent of operators identify as persons of color and/or Hispanic/Latino. Broken down, 41.1 percent identify as Asian, 23.9 percent identify as Hispanic/Latino, 18.7 percent identify as Black/African American, 1.6 percent identify as Two or More Races, 3.0 percent identify as Native Hawaiian/Pacific Islander, 0.6 percent identify as American Indian/Alaska Native. There were 8.2 percent of operators that identified as White, and 2.8 percent preferred not to specify. See **Figure 2** for details on operator race and ethnicity.

The District monitors this data to see how closely the SamTrans operator’s demographics reflect the demographics of San Mateo County. Compared to county Census demographics,

operators identifying as Asian, Black/African American, and Native Hawaiian/Pacific Islander are overrepresented, while those identifying as White, Two or More Races, and Native American/Alaska Native are underrepresented. Those identifying as Hispanic/Latino were represented at similar proportions.

Figure 2. 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

The goal is to have one or fewer preventable accidents per 100,000 miles. In FY25, there were 195 preventable accidents equating to; 1.9 accidents per 100,000 miles. Preventable accidents per 100,000 miles increased 0.6 percent when compared to the previous year. Details are included in **Table 11**.

Table 11. Preventable Accidents

	FY25 Q4	FY24 Q4	%Δ
Preventable Accidents	195	178	9.6%
District	145	95	52.6%
Contracted Services	50	83	-39.8%
Accident Frequency Ratio (per 100,000 miles)	1.96	1.95	0.6%
District	2.0	1.5	33.7%
Contracted Services	1.8	2.9	-38.2%

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

Service Calls

SamTrans' goal is to have one or fewer service calls per every 25,000 miles. There were 449 service calls in FY25, a 31.7 percent increase from the previous year. 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 Q4	FY24 Q4	%Δ
Service Calls	449	341	31.7%
District	243	215	13.0%
Contracted Services	206	126	63.5%
Service Call Frequency Ratio (per 25,000 miles)	1.1	0.9	20.9%
District	0.85	0.86	-1.0%
Contracted Services	1.8	1.1	67.6%

Fleet in Operation

The latest quarter of the fiscal year is used to represent the latest data on fleet in operation. In FY25 Quarter 4, 336 buses were in operation. Approximately 78.6 percent were operated by diesel buses, 7.4 percent diesel-hybrid, 11.0 percent battery electric, and 3.0 percent hydrogen fuel cell. Compared to last year, the vehicle fleet increased by 7.7 percent. The number of diesel vehicles reduced by 2.2 percent, the number of diesel-hybrid vehicles remained the same, the number of battery electric vehicles increased by 117.6 percent, and there were 10 new hydrogen fuel cell vehicles added to the fleet. For details, see **Table 13**.

Table 13. Fleet In Operation

	FY25	FY24	%Δ
Total	336	312	7.7%
Diesel	264	270	-2.2%
Diesel-Hybrid	25	25	0.0%
Battery Electric	37	17	117.6%
Hydrogen Fuel Cell	10	0	--

Trips That Did Not Operate

The goal is to have 20 or fewer DNOs per every 100,000 trips. In FY25, there were 1,122 trips that did not operate (DNO). This fiscal year, SamTrans did not meet its goal with 197.3 DNOs per 100,000 trips, which is a 967.8 percent increase compared to FY24. The larger than usual DNOs were due to multiple days of unscheduled operator absences and lack of workforce availability. For details, see **Table 14**.

Table 14. Trips That Did Not Operate

	FY25 Q4	FY24 Q4	%Δ
DNOs	1,122	88	1,175.0%
District	1,070	79	1,254.4%
Contracted Services	52	9	477.8%
DNOs Frequency Ratio (per 100,000 trips)	197.3	18.5	967.8%
District	232.9	21.4	987.2%
Contracted Services	47.6	8.4	468.5%

Customer Experience

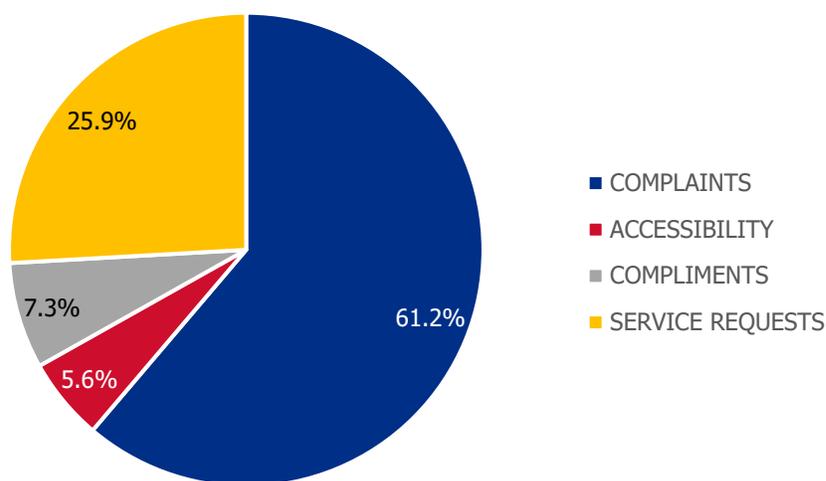
In FY25, SamTrans Customer Service received 1,985 public comments, which breaks down to 1.8 comments per 10,000 boardings. This is an 11.0 percent decrease from the previous year. Details can be seen in **Table 15**.

Table 15. Customer Feedback Details

	FY25	FY24	%Δ
Total	1,985	2,070	-4.1%
Complaints	1,215	1,143	6.3%
Accessibility	112	126	-11.1%
Compliments	144	184	-21.7%
Service Requests	514	615	-16.4%
Others	0	2	-100.0%
Comments per 10,000 boardings	1.8	2.1	-11.0%

Of the public comments in FY25, 61.2 percent were complaints, 5.6 percent were about accessibility, 7.3 percent were compliments, and 25.9 percent were service requests (see **Figure 3**).

Figure 3. Customer Feedback by Type



Overall, the most common themes of public comments were operator feedback (30.3 percent), pass-up (13.9 percent), and bus stop/shelter service requests (12.6 percent). See **Table 16** for a comparison to the previous year.

Table 16. Most Common Public Comment Themes

FY25			FY24		
Category	Comment Type	% of Total Comments	Category	Comment Type	% of Total Comments
Operator	Complaint	32.2%	Operator	Complaint	30.3%
Pass-Up	Complaint	16.5%	Pass-Up	Complaint	13.9%
Bus Stop/ Shelter	Service Request	10.4%	Bus Stop/ Shelter	Service Request	12.6%

Most customers continue to use phone and email to leave comments. 47.0 percent of comments were received by phone, 51.3 percent by email, 0.4 percent by comment card, 0.1 percent by social media, 0.6 percent by letter, and 0.6 percent by walk-in. Details are included in **Table 17**.

Table 17. Reporting Method

Method	FY25	FY24	%Δ
Phone	933	1,003	-7.0%
Email	1,019	1,040	-2.0%
Comment Card	7	11	-36.4%
Social Media	2	3	-33.3%
Letter	12	9	33.3%
Walk-In	12	4	200.0%

Data shown in this report is current as of August 13, 2025.

Prepared By: Emily Chen

Senior Planner, Operations Planning

650-551-6127

ANNUAL DASHBOARD

July 2024 - June 2025 (FY25)



RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

Systemwide Overview

10,782,073

Boardings (+7.7%¹)

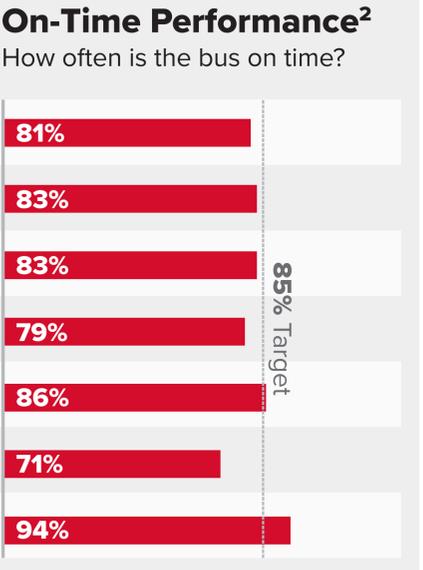
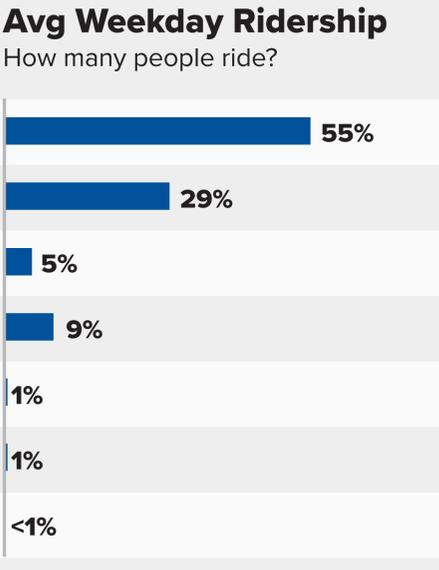
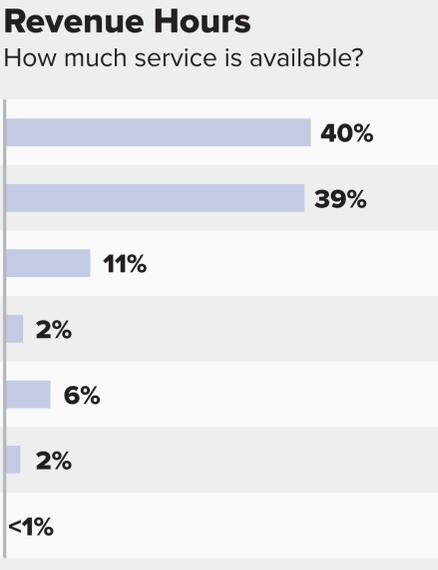
74 Routes

7.0M Revenue Miles

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



716.3K Total Revenue Hours

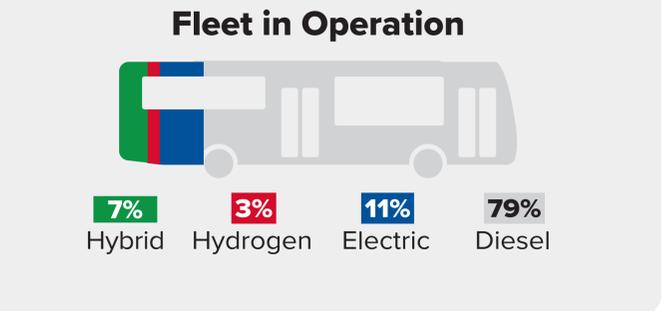
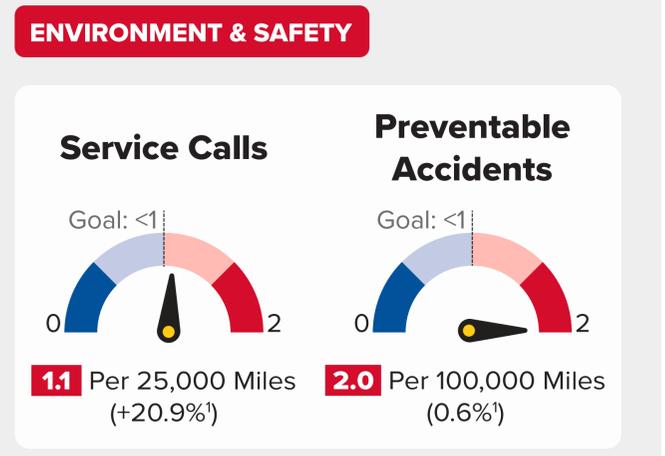
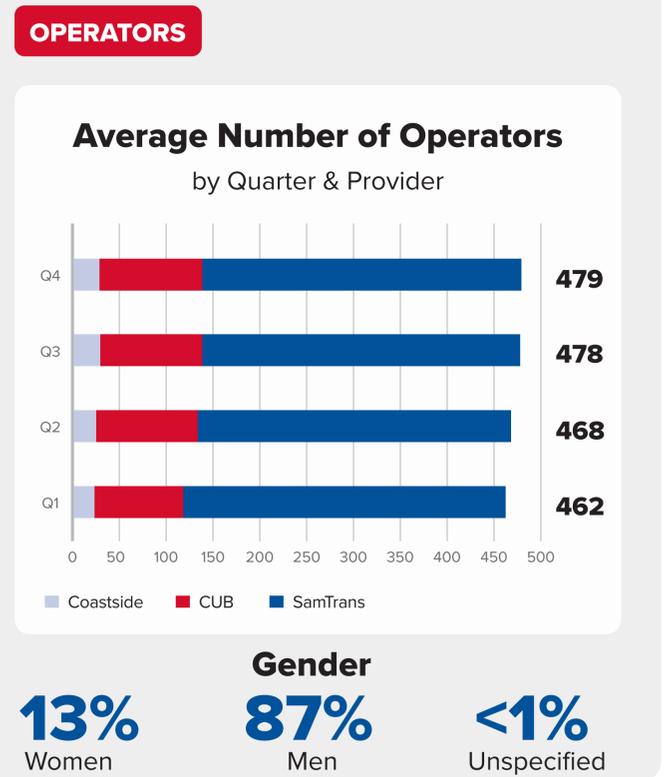
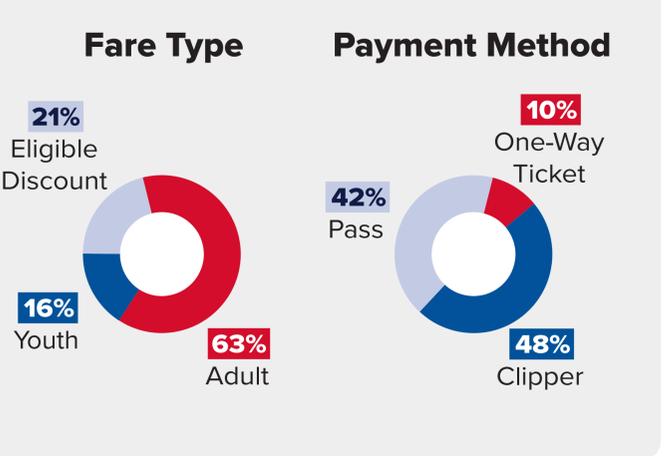
34.2K Systemwide Average

81.8% Systemwide Average

FARES

\$12.5M Total Fare Revenue

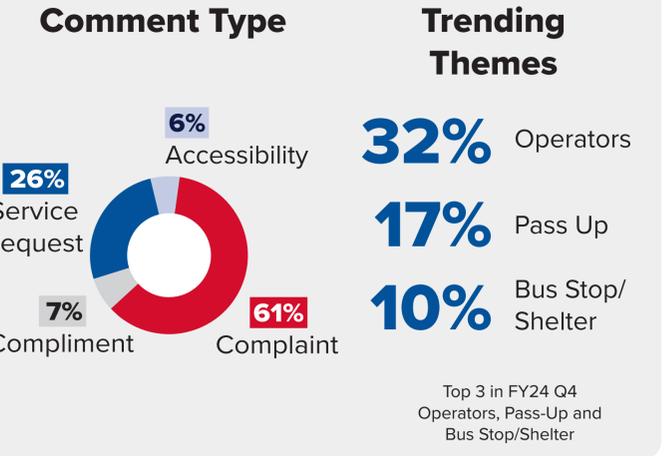
\$17.32 Subsidy per Passenger



RIDER EXPERIENCE

197.3 Trips Not Operated Per 100,000 Trips (+967.8%^{1,3})

1.8 Comments Per 10,000 Boardings (-11.0%¹)



¹ Percent change from July 2023 - Jun 2024 (FY24)

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.

**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: **Quarterly State of Service Report | Fiscal Year 2025 Quarter 4**

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 April through June 2025 (Fiscal Year 2025 Quarter 4).

This quarter reflects service plans implemented on February 23, 2025 (Runbook 149) and on June 15, 2025 (Runbook 150). 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. Runbook 150 included minor timetable adjustments to Routes 110 and 117 to improve connections in the morning at Linda Mar Park and Ride, and the temporary suspension of School-Oriented service for the summertime.

Fiscal Year 2025 Quarter 4 (FY25Q4) Summary (compared to FY24Q4):

- 5.1 percent increase in total ridership
- 3.8 percent increase in ridership on equity priority routes
- 0.9 percent increase in on-time performance
- 1.6 percent decrease in cost per passenger and 1.4 percent decrease in subsidy per passenger on bus service
- 2.7 percent decrease in farebox recovery
- 46.1 percent increase in Clipper START usage
- 16.2 percent decrease in preventable accidents per 100,000 miles
- 13.5 percent increase in service calls per 25,000 miles
- 3.4 percent decrease in customer comments per 10,000 boardings

Ridership

Average weekday ridership on SamTrans was 34,271 in FY25Q4, which is an increase of 4.7 percent compared to FY24Q4. Total bus ridership was 2,715,772, which is an increase of 5.1 percent compared to FY24Q4. The SamTrans bus network had recovered 97.8 percent of total ridership compared to pre-pandemic ridership (FY19Q4). Ridership details are included in **Table 1**.

Table 1. Average Weekday Ridership and Total Ridership

Ridership Type	FY25 Q4	FY24 Q4	%Δ
Average Weekday Ridership	34,271	32,725	4.7%
Total Ridership	2,715,772	2,584,578	5.1%

Notes: Does not include Route 713 or Dumbarton Express.

By service category, 56.5 percent of total ridership was on Frequent routes¹, 29.5 percent was on Local routes², 5.1 percent was on Community routes³, 6.4 percent was on School-Oriented routes⁴, 1.2 percent was on Express and Limited routes⁵, 0.8 percent was on Owl⁶ routes, and 0.4 percent was on Special⁷ routes (see **Figure 1**).

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.

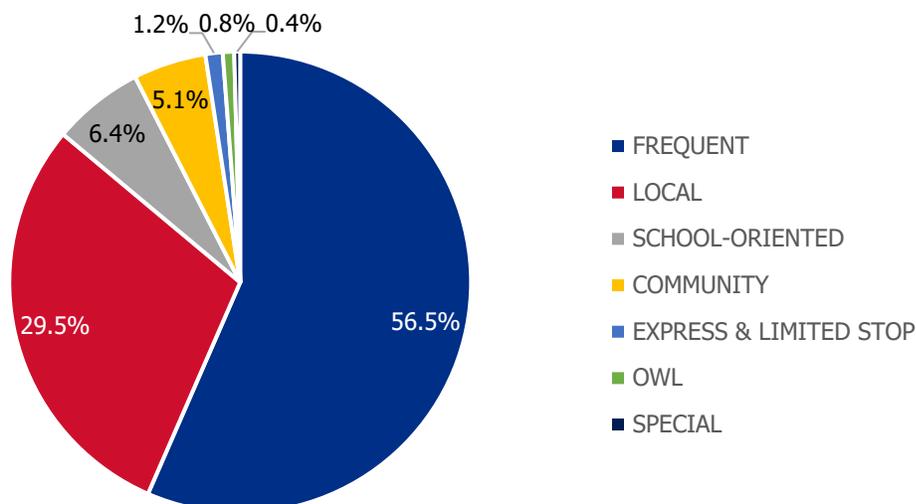
⁴ Routes operating with very few trips a day and are scheduled to align with school schedules and bell times. All two-digit routes are School-Oriented routes.

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.

Figure 1. Total Ridership Share by Service Category



Note: Does not include Route 713 or Dumbarton Express.

In Quarter 4, all service categories saw ridership increases compared to the same quarter last year. Express and Limited Stop routes likely saw a large increase due to two new routes (CSM and SKY) and the reintroduction of Route PCX. Ridership details by service category are included in **Table 2**.

Table 2. Total Ridership by Service Category

Service Category	FY25 Q4	FY24 Q4	%Δ
Frequent	1,535,458	1,490,272	3.0%
Local	802,446	758,717	5.8%
School-Oriented	173,595	168,552	3.0%
Community	138,633	121,443	14.2%
Express and Limited Stop	32,815	15,972	105.5%
Owl	21,648	20,841	3.9%
Special	11,177	8,781	27.3%

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.

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.

The fixed-route bus network generated 14.8 boardings per vehicle revenue hour in Quarter 4, a 7.9 percent decrease over the previous year. School-oriented routes had the highest boardings per vehicle revenue hour with 54.0, and Express and Limited Stop routes had the lowest with 2.8.

SamTrans had 1.5 boardings per revenue mile in Quarter 4, a 6.3 percent decrease over the previous year. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 4.6, and Express and Limited routes had the lowest with 0.2.

SamTrans generated 18.8 boardings per revenue trip in Quarter 4, a 12.1 percent decrease over the previous year. Frequent routes had the highest with 33.1 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 addition of two routes CSM and SKY and the return of Route PCX (formerly Route 118) in August 2024. While the three new routes provide express and limited stop service to major destinations, the ridership base is still growing, and productivity will improve as the ridership base expands. It is important to note the new service will take time to generate ridership.

Table 3. Systemwide Ridership Productivity Measures and Service Category Breakdown

Productivity Measure	FY25 Q4	FY24 Q4	%Δ
Boardings per Vehicle Revenue Hour	14.8	16.1	-7.9%
Frequent	20.9	21.0	-0.4%
Local	11.4	12.5	-9.3%
School-Oriented	54.0	47.3	14.0%
Community	6.8	7.4	-8.3%
Express and Limited	2.8	3.5	-19.4%
Owl	6.3	5.2	22.0%
Boardings per Vehicle Revenue Mile	1.5	1.7	-6.3%
Frequent	2.3	2.3	-2.5%
Local	1.2	1.3	-6.6%
School-Oriented	4.6	4.0	15.1%
Community	0.7	0.7	4.3%
Express and Limited	0.2	0.2	8.5%
Owl	0.5	0.5	10.9%
Boardings per Trip	18.8	21.4	-12.1%
Frequent	33.1	34.8	-5.1%
Local	14.6	16.2	-10.2%
School-Oriented	29.9	26.1	14.9%
Community	6.2	6.4	-2.8%
Express and Limited	2.8	6.1	-54.6%
Owl	9.4	8.2	14.8%

Note: Does not include Route 713 or Dumbarton Express.

Compared to the previous year, Ride Plus service in Quarter 4 this year increased boardings per revenue hour by 28.6 percent to 1.9 boardings per revenue hour (**Table 4**).¹¹ Boardings per revenue mile increased by 4.1 percent to 0.3 boarding per revenue mile. The percentage of pooled trips increased by 245.8 percent and the load factor increased by 2.3 percent. This is likely reflective of an improvement in the matching of trips in the new scheduling software.

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 and time that the vehicle is out of service for breaks, etc.). 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	FY25Q4	FY24Q4	%Δ
Boardings per Vehicle Revenue Hour	1.9	1.5	28.6%
East Palo Alto	1.9	1.5	31.3%
Half Moon Bay	2.0	1.6	22.3%
Boardings per Vehicle Revenue Mile	0.31	0.30	4.1%
East Palo Alto	0.4	0.4	-4.0%
Half Moon Bay	0.2	0.2	15.0%
Percent Pooled Trips	44.6%	12.9%	245.8%
East Palo Alto	42.5%	8.7%	386.0%
Half Moon Bay	46.7%	17.0%	173.9%
Load Factor	1.2	1.2	2.3%
East Palo Alto	1.2	1.2	1.1%
Half Moon Bay	1.1	1.1	3.7%

Total ridership on Equity Priority Routes¹² was 1,947,924 in FY25Q4, accounting for 74.5 percent of total ridership (see **Table 5**). 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 not have access to a car, be part of a low-income household, and/or identify as people of racial or ethnic minority populations.

Table 5. Ridership In Equity Priority Areas

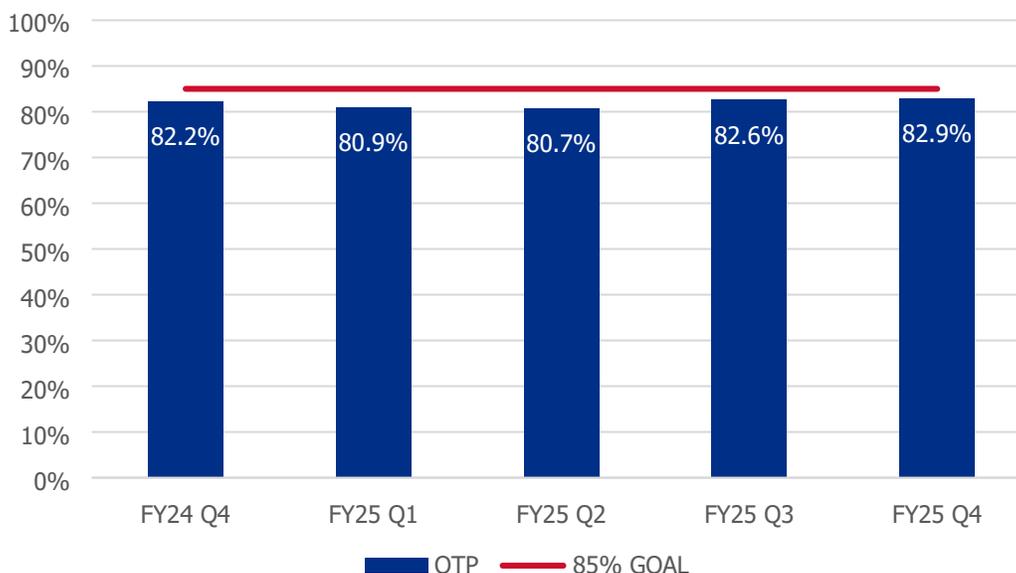
Service Category	FY25 Q4	FY24 Q4	%Δ
Boardings on Equity Priority Routes	2,022,037	1,947,924	3.8%
% of Total Boardings	74.5%	75.4%	-1.2%

On-Time-Performance

The average systemwide on-time performance (OTP) for FY25Q4 was below SamTrans’ OTP goal of 85.0 percent at 82.9 percent (**Figure 2**); however, this represents a 0.9 percent increase from the same quarter in the previous year. OTP for the average weekday and average Saturday were below goal at 82.7 percent and 80.3 percent, respectively. The average Sunday and average holiday OTP were above goal at 86.4 percent and 86.2 percent, respectively. The average scheduled speed was 12.9 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



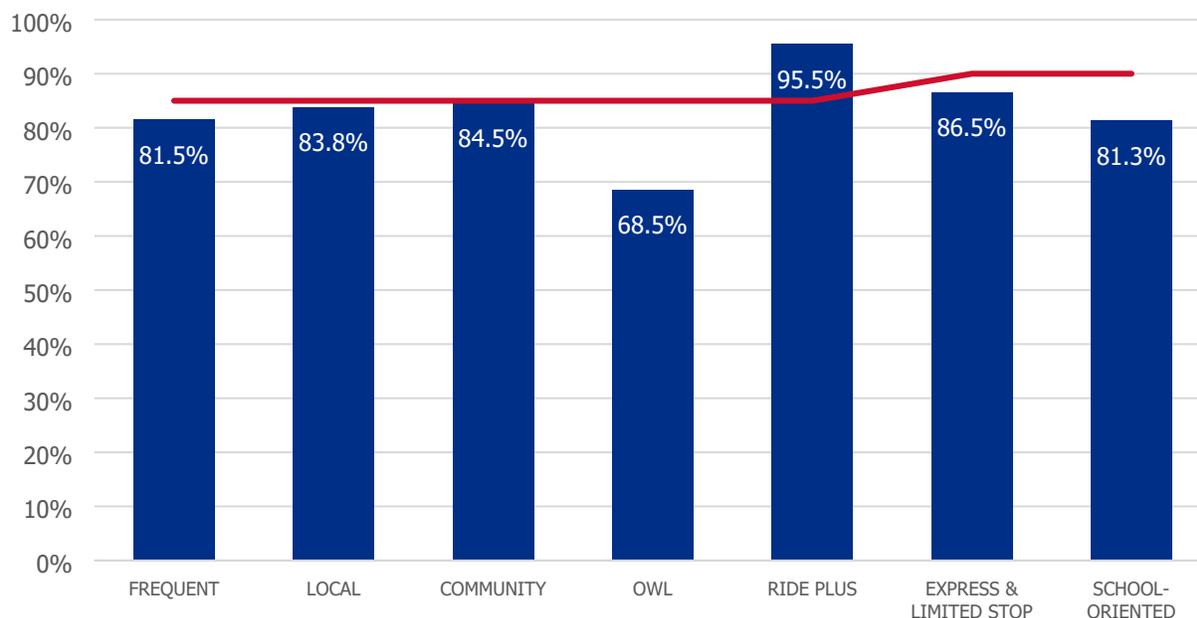
Broken down by fixed-route service category, Local and Community routes, plus Ride Plus¹³, are above the 85 percent OTP goal. Community routes had the highest average OTP at 88.1 percent. Owl routes had the lowest average OTP of 73.0 percent. Details are included in **Table 6** and **Figure 3**.

Table 6. On-Time Performance by Service Category

Service Category	FY25 Q4	FY24 Q4	%Δ
Frequent	81.5%	82.5%	-1.2%
Local	83.8%	82.5%	1.5%
Community	84.5%	81.9%	3.2%
Owl	68.5%	83.1%	-17.6%
Ride Plus	95.5%	92.1%	3.7%
Express and Limited	86.5%	79.3%	9.1%
School-Oriented	81.3%	80.4%	1.1%

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 FY25Q4, total fixed route fare revenue was \$2,995,078, a 0.5 percent increase from the previous year. Of the fares collected, 63.0 percent were Adult fares, 21.5 percent were Eligible Discount fares, and 15.5 percent were Youth fares. As for how passengers paid, 9.3 percent used one-way tickets (e.g., cash, free rides), 49.0 percent used Clipper, and 41.7 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 Q4	FY24 Q4	%Δ
Adult	1,700,913	1,605,934	5.9%
Eligible Discount	580,329	558,647	3.9%
Youth	419,288	414,647	1.1%

Table 8. Fares by Payment Method

Payment Method	FY25 Q4	FY24 Q4	%Δ
One-Way Ticket	251,536	295,026	-14.7%
Clipper	1,327,022	1,204,787	10.1%
<i>Clipper START</i>	47,606	32,589	46.1%
Pass	1,128,593	1,079,415	4.6%

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

Total operational cost in FY25Q4 was \$60,218,071, a 3.3 percent increase from the previous year due to the increased number of full-time operators needed to fully implement Reimagine SamTrans, higher wages due to the new Collective Bargaining Agreement (CBA), and increased fringe benefits rates. The cost per passenger was \$21.07, and the subsidy per passenger was \$19.97. Farebox recovery was 5.0 percent of operating costs, a 2.7 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	\$2,995,078	\$2,980,311	0.5%
Operational Costs	\$60,218,071	\$58,300,302	3.3%
Cost per Passenger	\$21.07	\$21.40	-1.6%
Subsidy per Passenger	\$19.97	\$20.25	-1.4%
Farebox Recovery Rate	5.0%	5.1%	-2.7%

Notes:

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

Preliminary figures as of August 13, 2025.

Operator Count

During FY25Q4, the District and Contracted Services¹⁴ employed a combined total of 479 full-time fixed route operators, a 5.5 percent increase compared to the previous year. The number of District operators decreased by 2.9 percent. Of the total full-time fixed route operators, 69.9 percent were District operators, 23.6 percent were CUBS operators, and 6.5 percent were Coastside operators. The District’s goal, as part of delivery of *Reimagine SamTrans*, is to increase District operator head count to 348. In Quarter 4, the District was at 96.3 percent of its goal. For details, see **Table 10**.

Table 10. Average Total Operators

Operators	FY25 Q4	FY24 Q4	%Δ
Total	479	454	5.5%
District	335	345	-2.9%
CUBS	113	84	34.5%
Coastside	31	25	24.0%

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, 13.4 percent identified as women and 86.6 percent identified as men. There was no change in the number of women working as full-time operators year over year and a 6.4 percent increase in the number of males.

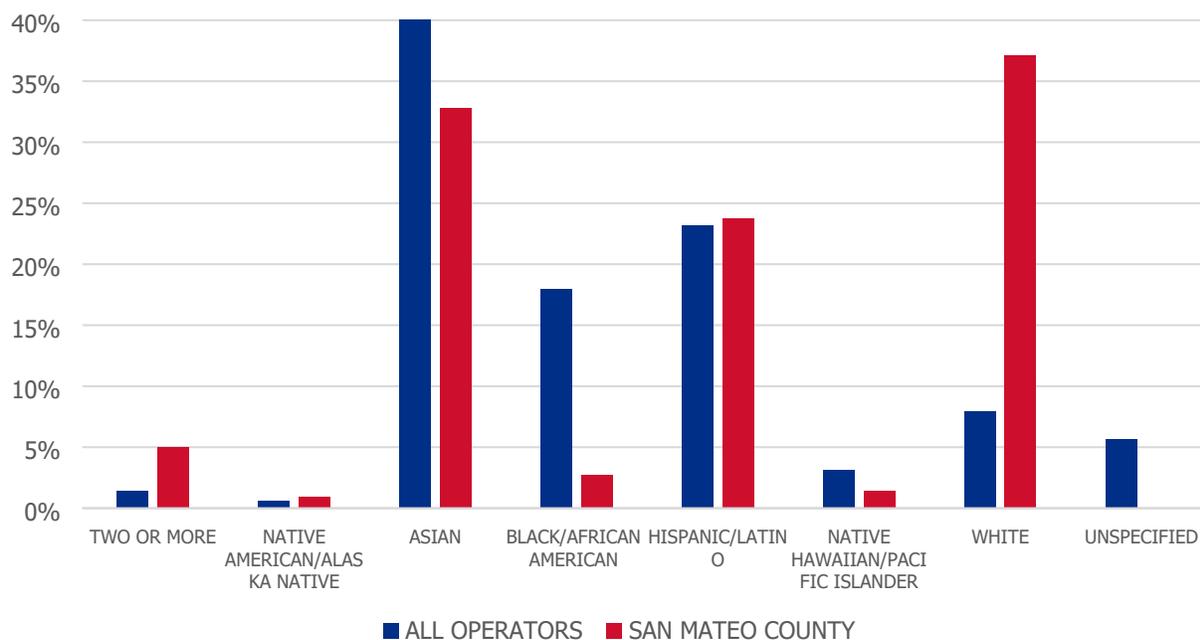
For race and ethnicity, 86.4 percent of operators identify as persons of color and/or Hispanic/Latino. Broken down, 40.1 percent identify as Asian, 23.2 percent identify as Hispanic/Latino, 18.0 percent identify as Black/African American, 1.5 percent identify as Two or

¹⁴ Contracted Urban Bus Service (CUBS) and Coastside

More Races, 3.1 percent identify as Native Hawaiian/Pacific Islander, 0.6 percent identify as American Indian/Alaska Native. There were 7.9 percent of operators that identified as White, and 5.6 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 identifying 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 FY25Q4, there were 42 preventable accidents, an 8.7 percent decrease 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 1.7 accidents per 100,000 miles. Preventable accidents per 100,000 miles decreased 16.2 percent when compared to the previous year. Details are included in **Table 11**.

Table 11. Preventable Accidents

	FY25 Q4	FY24 Q4	%Δ
Preventable Accidents	42	46	-8.7%
District	35	22	59.1%
Contracted Services	7	24	-70.8%
Accident Frequency Ratio (per 100,000 miles)	1.7	2.0	-16.2%
District	1.9	1.4	38.6%
Contracted Services	1.0	3.3	-69.6%

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

Service Calls

SamTrans had 115 service calls in FY25Q4, a 23.7 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 Q4	FY24 Q4	%Δ
Service Calls	115	93	23.7%
District	52	57	-8.8%
Contracted Services	63	36	75.0%
Service Call Frequency Ratio (per 25,000 miles)	1.1	1.0	13.5%
District	0.7	0.9	-20.5%
Contracted Services	2.3	1.3	82.7%

Fleet in Operation

In FY25Q4, 324 buses were in operation. Approximately 78.6 percent were diesel, 7.4 percent were diesel-hybrid, 11.0 percent were battery electric, and 3.0 percent were hydrogen. For mileage operated by District buses, 85.4 percent were operated by diesel, 7.4 percent were operated by diesel-hybrid, 5.2 percent were operated by battery electric, and 2.0 percent were operated by hydrogen. For details, see **Table 13**.

Table 13. Fleet In Operation

	FY25 Q4	FY24 Q4	%Δ
Total	336	312	7.7%
Diesel	264	270	-2.2%
Diesel-Hybrid	25	25	0.0%
Battery Electric	37	17	117.6%
Hydrogen Fuel Cell	10	0	--

Trips That Did Not Operate

In FY25Q4 there were 34 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 23.5 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 re-adjusting 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 Q4	FY24 Q4	%Δ
DNOs	34	12	183.3%
District	26	10	160.0%
Contracted Services	8	2	300.0%
DNOs Frequency Ratio (per 100,000 trips)	23.5	9.9	136.9%
District	22.2	10.7	108.0%
Contracted Services	29.0	7.3	296.3%

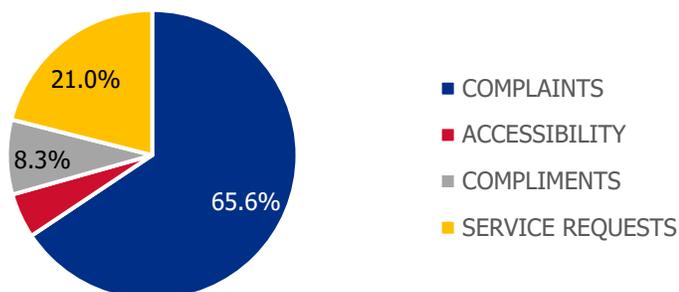
Customer Experience

In FY25Q4, SamTrans Customer Service received 480 public comments, which breaks down to 1.77 comments per 10,000 boardings. This is a 3.4 percent decrease from the same period in the previous year. Of the public comments, 65.6 percent were complaints, 5.0 percent were about accessibility, 8.3 percent were compliments, and 21.0 percent were service requests. Details can be seen in **Table 15** and **Figure 5**.

Table 15. Customer Feedback Details

	FY25 Q4	FY24 Q4	%Δ
Total	480	473	1.5%
Complaints	315	247	27.5%
Accessibility	24	33	-27.3%
Compliments	40	36	11.1%
Service Requests	101	157	-35.7%
Comments per 10,000 boardings	1.77	1.83	-3.4%

Figure 5. Customer Feedback by Type



Overall, the most common themes of public comments were operator feedback (30.0 percent), pass-up (17.7 percent), and late (7.9 percent). See **Table 16** for a comparison to the previous year.

Table 16. Most Common Public Comment Themes

FY25 Q4			FY24 Q4		
Category	Comment Type	% of Total Comments	Category	Comment Type	% of Total Comments
Operator	Complaint	30.0%	Operator	Complaint	26.2%
Pass-Up	Complaint	17.7%	Pass-Up	Complaint	11.0%
Late	Complaint	7.9%	Bus Stop/ Shelter	Service Request	11.0%
Schedule Request	Service Request	7.7%	Schedule Request	Service Request	10.4%
Bus Stop/ Shelter	Service Request	7.7%	Late	Complaint	6.3%

Most people continue to use phone and email to leave comments. 46.3 percent of comments were received by phone, 52.1 percent by email, 0.2 percent by comment card, 0.8 percent by letter, and 0.6 percent by walk-in. Details are included in **Table 17**.

Table 17. Reporting Method

Method	FY25 Q4	FY24 Q4	%Δ
Phone	222	230	-3.5%
Email	250	235	6.4%
Comment Card	1	3	-66.7%
Letter	4	2	100.0%
Walk-In	3	2	50.0%

Data shown in this report is current as of August 13, 2025.

Prepared By: Emily Chen Senior Planner, Operations Planning 650-551-6127

QUARTERLY DASHBOARD

April - June 2025 (FY25 Q4)



RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview



2,715,772

Boardings (+5.1%¹)

74
Routes

1.8M
Revenue Miles

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?

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

Avg Weekday Ridership

How many people ride?

55%
29%
5%
8%
1%
1%
<1%

On-Time Performance²

How often is the bus on time?

82%	85% Target
84%	
85%	
81%	
87%	
69%	
95%	

183.0K Total Revenue Hours

34.3K Systemwide Average

82.9% Systemwide Average

FARES

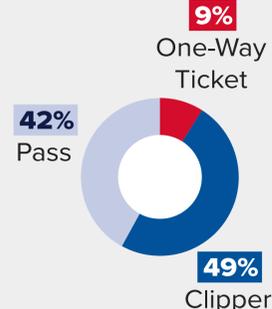
\$3.0M Fare Revenue

\$19.97 Subsidy Per Passenger

Fare Type



Payment Method

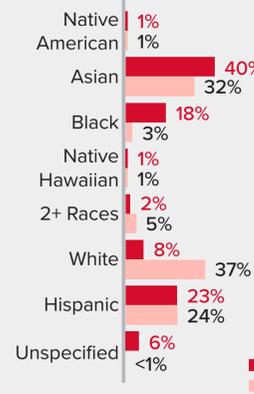


OPERATORS

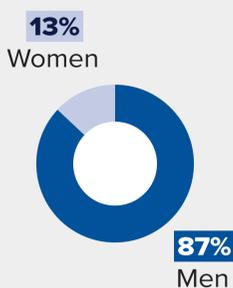
479 Average Number of Operators



Race & Ethnicity



Gender



ENVIRONMENT & SAFETY

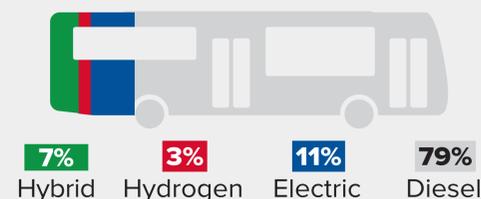
Service Calls



Preventable Accidents



Fleet in Operation

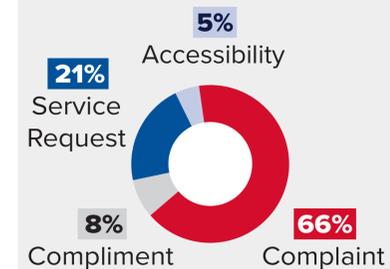


RIDER EXPERIENCE

23.5 Trips Not Operated Per 100,000 Trips (+136.9%^{1,3})

1.8 Comments Per 10,000 Boardings (-3.4%¹)

Comment Type



Trending Themes

30% Operators

18% Pass-Up

8% Late

Top 3 in FY24 Q4 Operators, Pass-Up and Bus Stop/Shelter

¹ Percent change from the previous year (FY24 Q4).

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.



FY25 Accomplishments

Aug 2024

- Reimagine SamTrans fully implemented

Nov 2024

- 10-Year Strategic Plan approved

Jan 2025

- New Ride Plus app launches

May 2025

- Online bidding tested with District operators

Oct/Nov 2024

- New labor agreements

Dec 2024

- Same day paratransit approved

Mar 2025

- Fixed route ridership fully recovered to pre-pandemic levels

Jun 2025

- Installation of 72 operator barriers substantially complete

ANNUAL DASHBOARD

July 2024 - June 2025 (FY25)



RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

Systemwide Overview



10,782,073
Boardings (+7.7%¹)

74
Routes

7.0M
Revenue Miles

Service Categories

What types of service are available?

15 min	Frequent 15-minute or better frequency, 7 days/week	40%
30 min	Local 30-minute or better frequency, 7 days/week	39%
60 min	Community 60-minute or better frequency, 5-7 days/week	11%
	School-Oriented Routes aligned with school bell times, 5 days/week	2%
	Express & Limited Stop Peak-only routes with few stops, 5 days/week	6%
Night	Owl Overnight routes, 7 days/week	2%
Special	Special Routes Unique purpose routes, 7 days/week	<1%

Revenue Hours

How much service is available?

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

Avg Weekday Ridership

How many people ride?

55%
29%
5%
9%
1%
1%
<1%

On-Time Performance²

How often is the bus on time?

81%	85% Target
83%	
83%	
79%	
86%	
71%	
94%	

716.3K Total Revenue Hours

34.2K Systemwide Average

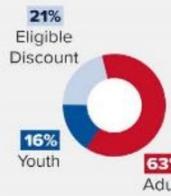
81.8% Systemwide Average

FARES

\$12.5M Total Fare Revenue

\$17.32 Subsidy per Passenger

Fare Type

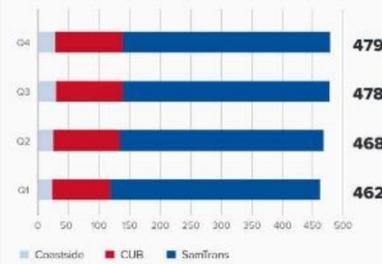


Payment Method



OPERATORS

Average Number of Operators by Quarter & Provider



13% Women
87% Men
<1% Unspecified

ENVIRONMENT & SAFETY

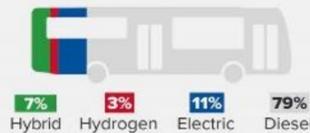
Service Calls



Preventable Accidents



Fleet in Operation

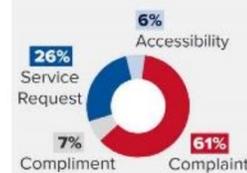


RIDER EXPERIENCE

197.3 Trips Not Operated Per 100,000 Trips (+96.7%³)

1.8 Comments Per 10,000 Boardings (-11.0%)

Comment Type



Trending Themes

32% Operators
17% Pass Up
10% Bus Stop/Shelter

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

¹ Percent change from July 2023 - Jun 2024 (FY24)

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.

Service Levels, Ridership, and On-Time Performance

RIDERSHIP, SERVICE, & ON-TIME PERFORMANCE

Systemwide Overview



10,782,073

Boardings (+7.7%¹)

74
Routes

7.0M
Revenue Miles

Service Categories

What types of service are available?

15 min	Frequent 15-minute or better frequency, 7 days/week	40%
30 min	Local 30-minute or better frequency, 7 days/week	39%
60 min	Community 60-minute or better frequency, 5-7 days/week	11%
	School-Oriented Routes aligned with school bell times, 5 days/week	2%
	Express & Limited Stop Peak-only routes with few stops, 5 days/week	6%
Night	Owl Overnight routes, 7 days/week	2%
Special	Special Routes Unique purpose routes, 7 days/week	<1%

Revenue Hours

How much service is available?

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

Avg Weekday Ridership

How many people ride?

55%
29%
5%
9%
1%
1%
<1%

On-Time Performance²

How often is the bus on time?

81%	85% Target
83%	
83%	
79%	
86%	
71%	
94%	

716.3K Total Revenue Hours

34.2K Systemwide Average

81.8% Systemwide Average

Ridership increased
7.7% YoY

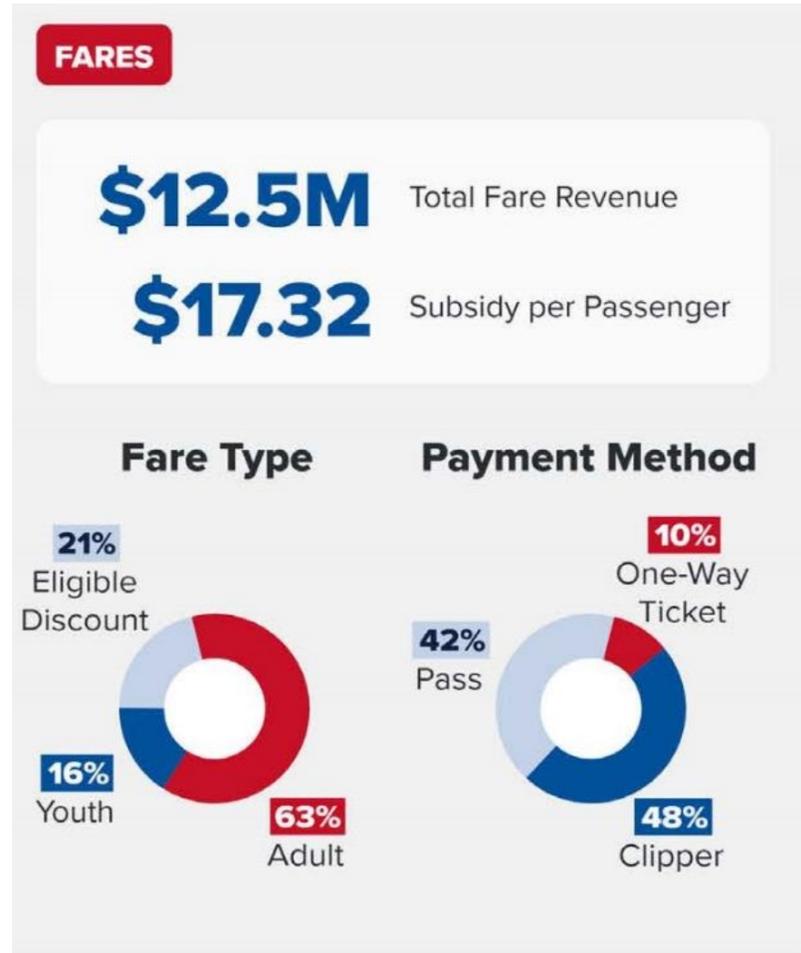
On-time performance
increased 1.6% YoY

¹ Percent change from the previous year (FY24)

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

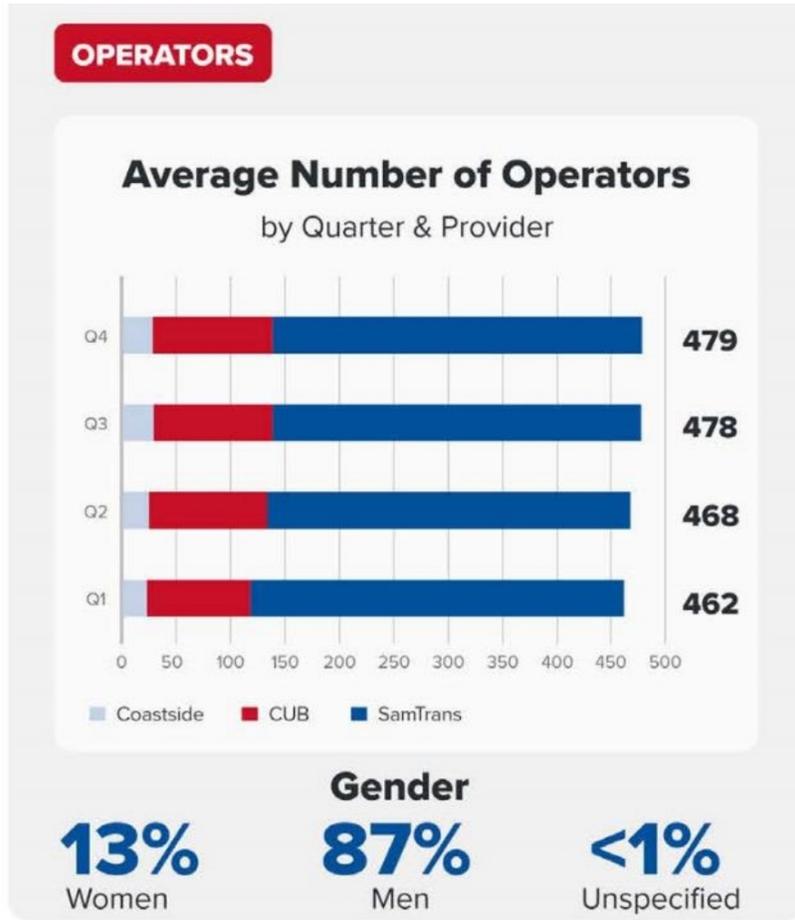
Fares

8.6% increase in
subsidy per
passenger YoY



Clipper use up
10.8% YoY, and
Clipper Start is
up 53.4 % YoY

Operator Stats

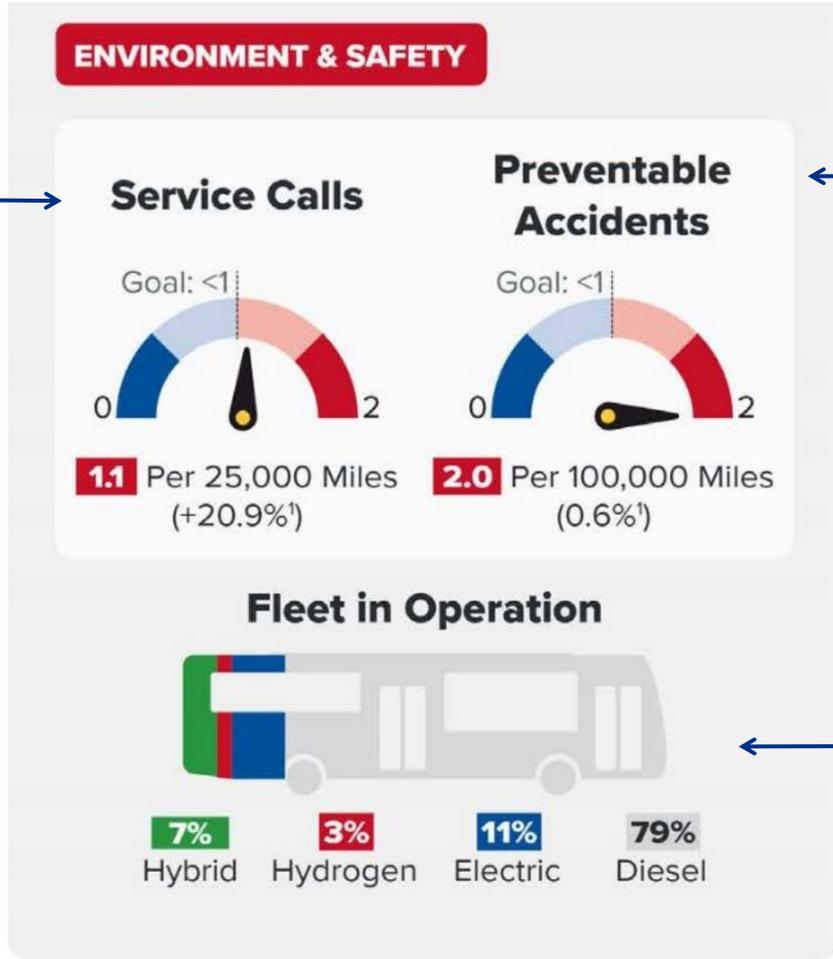


In Q4, SamTrans reached 96.3% of the Reimagine SamTrans operator goal (335 out of 348 operators).

Women remain underrepresented in the operator workforce. The share of women decreased 23.3% YoY.

Environment & Safety

Service calls frequency increased 20.9% YoY



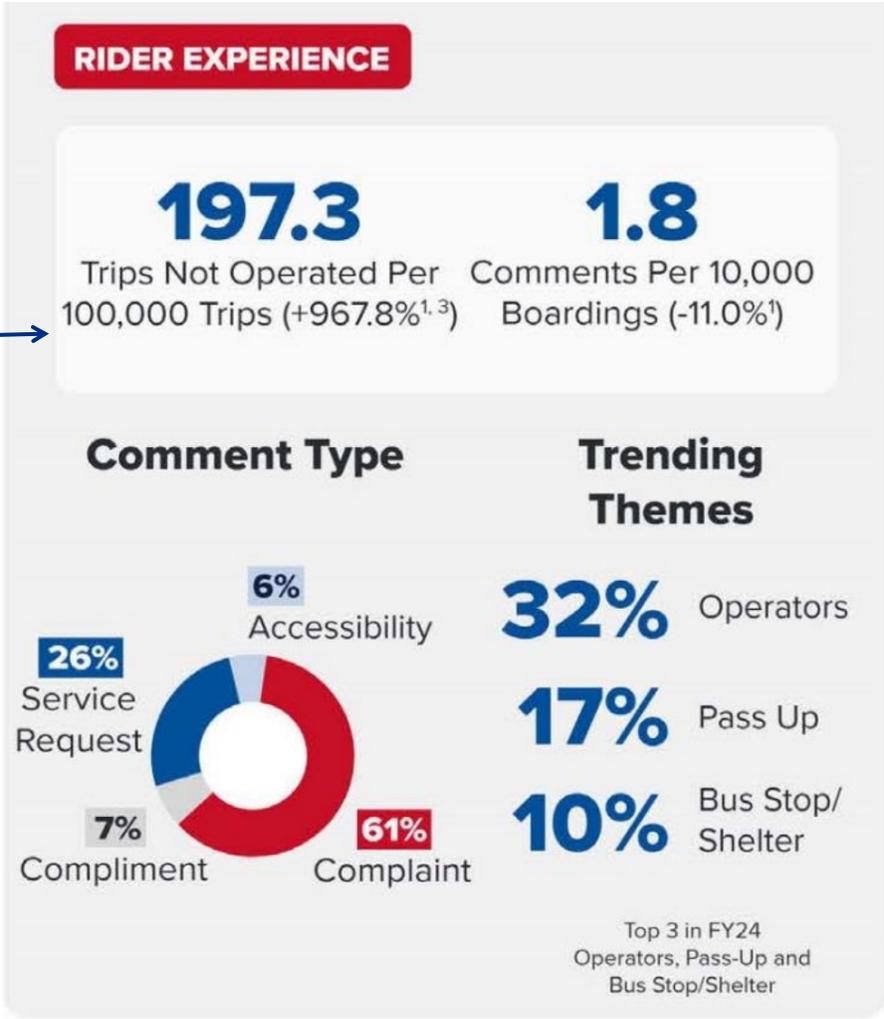
Preventable accidents frequency remained unchanged YoY

20 new battery electric buses and 10 new hydrogen fuel cell buses were added to the fleet in FY25.

¹Percent change from the previous year (FY24)

Rider Experience

90% of DNOs occurred during a few isolated days of extreme operator absences.



Operators, pass ups, and bus stops/shelters have consistently been the top 3 feedback categories YoY

¹ Percent change from the previous year (FY24)

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



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

Finance Committee Meeting Committee of the Whole

September 3, 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

- 10.a. Call to Order
- 10.b. Approval of Minutes of the Finance Committee Meeting of August 6, 2025 Motion
- 10.c. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 Million for a Three-Year Base Term, with Up to Two Additional One-Year Option Terms Motion
- 10.d. 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 Committee. Staff recommendations are subject to change by the Committee.

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

**Finance Committee Meeting / Committee of the Whole
DRAFT Minutes of August 6, 2025**

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

Members Absent: None

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

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, Z. Fan, L. Lumina-Hsu, M. Tseng, S. van Hoften, M. Wozniak, K. Yin

9.b.1. Call to Order

Committee Chair Esser called the meeting to order at 3:05 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of July 2, 2025

Motion/Second: Ratto/Medina

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

Noes: None

Absent: None

9.b.3. Adopting a Disadvantaged Business Enterprise Overall Goal of 0.8 Percent for Federal Fiscal Years 2026-2028 for Federal Transit Administration-Assisted Contracts

Michael Wozniak, Manager, Civil Rights Programs, provided the presentation, which included the following:

- Disadvantaged Business Enterprise (DBE) goals only for federally funded contracts
- Over 99 percent going to Special Needs Transportation - the RediWheels service provider
- Staff reviewed DBE availability of contracts, adjustments (determined not warranted), rate/gender-neutral methods (small business preferences, business support services), public consultant (events and public notice on public website)

Public Comment

Roland commented on California high-speed rail DBE goal.

Motion/Second: Ratto/Powell

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

Noes: None

Absent: None

9.b.4. Awarding a Contract to Skyline Commercial Interiors, Inc. dba Skyline Construction Inc. to Provide General Construction and Associated Services for the Millbrae Headquarters and Related Ancillary Services at the District's San Carlos Headquarters and Other District Locations for a One-Year Base Term, with up to Two Additional One-Year Option Terms, for a Total Amount of \$7,836,070.85

Kevin Yin, Director, Contracts and Procurement, Kris McGee, Managing Principal at Urban Hive Development, and Zhiming Fan, Director, Infrastructure and Capital Projects, provided the presentation, which included the following:

- Skyline Construction Inc. is current general contractor under current property owner
- Staff determined Skyline has been a reliable and responsible partner; qualified and experienced general contractor
- Funds available in current adopted project budget

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

- Rates are favorable terms and similar to rate currently paid by building owner
- General contractor fees down to 1.75 percent based on original contract

Motion/Second: Chuang/Powell

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

Noes: None

Absent: None

9.b.5. Authorizing an Agreement with Clark Construction Group - CA, LP for Phase 1 Construction Services under the Construction Manager General Contractor Services for the South Base Battery Electric Bus Charging Infrastructure Project in the Amount of \$36,276,673 and Amending the Fiscal Year 2026 Capital Budget to Increase it by \$13,868,679, from \$4,698,405 to \$18,567,084

Mr. Yin and Ms. Fan provided the presentation, which included the following:

- Contract scope to install 37 charging stations; electrical and communication infrastructure and distribution system including underground work
- Funds included in proposed capital budget

Public Comment

Adrian Brandt commented on battery electric buses, hydrogen bus fuels, green hydrogen, and battery electric bus range versus hydrogen bus range.

Roland commented on hydrogen and battery electric buses, green hydrogen, and natural gas.

Aleta Dupree, Team Folds, commented on hydrogen and battery buses, and charging stations.

Director Canepa left the meeting at 3:15.

Motion/Second: Ratto/Powell

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

Noes: None

Absent: Canepa

9.b.6. Adjourn – The meeting adjourned at 3:26 pm.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer
Emily Beach, Chief Communications Officer

Subject: **Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of \$2.1 Million for a Three-Year Base Term, with up to Two Additional One-Year Option Terms**

Action

Staff proposes that the Finance Committee recommend that the Board of Directors (Board) of the San Mateo County Transit District (District):

1. Award contracts to Corey, Canapary & Galanis of San Francisco, California (CC&G) and EMC Research, Inc. of Oakland, California (EMC) to provide On-Call Market Research and Survey Services (Services) on an as-needed basis for an aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms.
2. Authorize the General Manager/CEO or designee to execute contracts with CC&G and EMC in full conformity with the terms and conditions of the solicitation documents and negotiated agreements, and in forms approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to two additional one-year option terms, if in the best interest of the District.

Significance

Award of these proposed contracts for the Services will provide the District with a bench of qualified and experienced firms to conduct rider and non-rider research, ridership count projects, passenger satisfaction studies, and various other surveys on a project-by-project basis. Through these Services, the District aims to gain deeper insights into enhancing customer satisfaction and overall experience, ultimately improving service effectiveness and advancing its vision of providing exceptional mobility experience for the people and communities of San Mateo County. Specifically, this research supports the District by guiding ridership growth strategies at the outset of marketing campaigns to ensure messaging is efficient and targeted, assessing the impact of new route launches through pre- and post-launch surveys to determine how well they meet rider needs, and strengthening rider support through polling that delivers

valuable insights for service improvement. In addition, these marketing and rider surveys provide essential data for Title VI compliance and the conduct of required ridership, service change, and fare change analyses.

The District anticipates utilizing these contracts to perform the following projects:

Recurring Surveys

- Annual Customer Satisfaction Surveys to evaluate the provision of SamTrans services and identify areas for improvement.
- Triennial Customer Demographic Title VI Surveys required for compliance with Federal Transit Administration (FTA) Title VI Reporting.
- Triennial Paratransit Customer Surveys to gather insights on Redi-Wheels and RediCoast rider experiences, and to identify accessibility needs.
- Service Planning Surveys to understand rider priorities for new service, including preferred routes, schedules, and amenities.

New Surveys

- Triennial Rider and Non-Rider Market Segmentation Surveys to support ridership growth by analyzing travel behaviors, attitudes, and barriers to SamTrans use, helping develop strategies and outreach efforts.
- Triennial Customer Experience Surveys to identify improvement opportunities, and guide new initiatives aimed at retaining existing riders.
- Revenue measure polling, as needed.

No further polling is required or anticipated related to the 2026 Regional Measure Connect Bay Area Act (Senate Bill 63). However, this contract enables the District to conduct polling on future revenue measures during the next five years, as needed.

Approval of these contracts is essential to equipping the District with the tools and flexibility needed to make informed, data-driven decisions and to comply with Federal Title VI requirements. With a growing demand for timely insights to support efforts like the customer experience program, ridership growth campaigns, community engagement, and revenue measure polling, these contracts establish a vital foundation for responsive and effective planning. Staff requests the Board to approve the award of these contracts.

Budget Impact

Funds to support these contracts are included in the District's current Operating Budget and will be included in future years' operating budgets, subject to Board approval.

Background

The District’s previous on-call contract delivered 17 market research projects during the seven-year term (2018-2025) and utilized 70 percent of contract capacity totaling \$861,323.84. During the most recent three-year period (2023-2025) the average annual spend equaled \$183,000 due to increased project volume and complexity. Additional details are included within the presentation materials.

A key benefit of an on-call contract is agility; it enables the agency to quickly launch time-sensitive projects because the necessary open competitive procurement process has already been completed. For example, the District conducted the Measure A and Regional Sales Tax Measure Polling Project in May 2025 under the current On-Call Market Research and Survey Services contract. The San Mateo County Transportation Authority (SMCTA) Board funded the poll and initiated an intergovernmental agreement with the District to utilize the on-call market research contract. In response to Board direction, the poll was initiated quickly in a matter of weeks, whereas a standalone procurement could have taken several months. On September 4, 2025, the SMCTA Board of Directors will consider approving the first-ever dedicated on-call market research contract to equip SMCTA with similar customer survey and market research tools.

On March 17, 2025, the District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (TA) (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 25-S-J-T-P-018 for the Services. The RFP was advertised on the Agencies’ eProcurement website. Twenty-six potential proposers downloaded the RFP. The Agencies received three proposals, all of which were found to be responsive to the requirements of the solicitation documents. A Selection Committee (Committee), composed of staff from the Agencies, reviewed, evaluated, and scored the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Company Qualifications, Experience & References	25 Points
Qualifications and Experience of Key Personnel	25 Points
Project Understanding and Management Plan	25 Points
Cost Proposal	25 Points
SBE Preference (not applicable to the TA)	5 Points
Total	105 Points

The Committee determined that CC&G and EMC were the highest-ranked firms. Staff determined these two firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents.

CC&G and EMC are certified SBEs and each received five points for the SBE Preference.

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

The proposed contracts are for a total aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms. Staff will issue Work Directives (WDs) for specific needs during the contract term on an as-needed basis. If it is in its best interest, the District may elect to compete any given WD among the two firms on the bench. There is no guarantee of any amount of work or level of effort that will be ordered from or allocated to, or total compensation to be paid to either of the firms under the awarded contracts. This is not a commitment to spend the full amount, rather a flexible tool, pending an annual budget approval, to meet the District's evolving research needs. Any WDs issued under this contract must be included in the approved annual operating budget.

Prepared By:	Pooja Mehra	Procurement Administrator II	650-551-6114
	Julian Jest	Manager, Market Research	650-508-6245

Resolution No. 2025-

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

* * *

**Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for
On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of
\$2.1 Million for a Three-Year Base Term, with up to Two Additional One-Year Option Terms**

Whereas, on March 17, 2025, the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 25-S-J-T-P-018 for On-Call Market Research and Survey Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

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

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

- Corey, Canapary & Galanis of San Francisco, California (CC&G), and
- EMC Research, Inc. of Oakland, California (EMC); and

Whereas, the Committee determined that CC&G and EMC possess the requisite experience and qualifications required to successfully perform the Services; and

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

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

Whereas, staff recommends that the Board of Directors (Board) award contracts to a bench of firms that consists of CC&G and EMC to provide the Services for an aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms.

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

- Corey, Canary & Galanis of San Francisco, California, and
- EMC Research, Inc. of Oakland, California

to provide On-Call Market Research and Survey Services for an aggregate not-to-exceed amount of \$2.1 million for a three-year base term, with up to two additional one-year option terms; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute contracts on behalf of the District with CC&G and EMC in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel; and

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

Regularly passed and adopted this 3rd day of September, 2025, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Market Research Services Contract

Item #10.c.
9/3/2025



Executive Summary

- On-call market research contract enables efficiency, flexibility, and pricing stability
- Market research directly informs customer experience, service planning, and policy decisions
- New contract will support recurring projects and new research needs for SamTrans

Why an On-Call Contract

Agility and speed

Benefit: Enables quick response to SamTrans research needs without long procurement process for individual projects.

Better workload management

Benefit: Multiple consultants can work in parallel and handle large scale projects.

Pricing stability and cost management

Benefit: Locked-in consultant rates for the duration of the contract.

Simplified administration and procurement

Benefit: Reduces administrative workload, enabling staff to focus on delivering high-quality market research.

How We Fund and Manage Surveys and Polls

Gather research project needs and priorities from internal stakeholders and leadership

Estimate project costs → include in annual SamTrans budget request

Check contract capacity → ensure sufficient capacity for planned projects

If budget is approved and contract capacity allows, request and approve consultant proposal

Create purchase order and pay for project costs

Previous Contract: FY 2019-2025 Usage and Spend

- **Term:** Five base years + two one-year extensions = seven years
- **Contract capacity:** \$1,225,000
- **Projects delivered:** 17 market research projects competed
- **Total contract capacity used:** \$861,323.84 (70% of contract capacity)
- **Average annual spend:** \$123,000/year overall; \$183,000 in last three years due to increased project volume and complexity

Cost Examples & Future Needs

Past Sample Costs*

Paratransit rider phone surveys	\$46,000
Website User Experience Studies	\$58,000
Bus Stop/Transit Center intercept surveys	\$60,000
FTA mandated onboard rider intercept surveys	\$96,000

* Sample costs for recurring projects and one-time projects.

Future Needs Under New Contract

- Continue meeting needs across Customer Experience, Planning, Marketing, Government and Community Relations, and Compliance
- Maintain vendor capacity for Board-approved polling
- Ability to choose the best methodology for each project (intercept, phone, online)

Ongoing market research is essential for planning, compliance, communications, and funding success. ¹¹³

Use of Previous On-Call Market Research Contract for Polling

- 2025 San Mateo County Measure A/Regional Measure Poll delivered under the previous SamTrans contract
- **Total cost:** \$149,099.87
- Poll funded entirely by the San Mateo County Transportation Authority (SMCTA)
- SamTrans contract capacity leveraged-to execute time-sensitive project quickly, per Board direction

Market Research: Department Benefits

Customer Experience

- Customer Satisfaction Surveys
- Website usability
- Onboard Wi-Fi priorities

Service & Strategic Planning

- Rider demographics & trip patterns
- New service evaluation
- Revenue measure polling

Marketing & Communications

- Marketing campaign audience insights
- KPIs/Performance metrics
- Survey data for press releases

Agency Requirements

- Title VI triennial rider demographics
- Data for grant applications
- Data for Board proclamations

Contract flexibility enabled rapid response to varied agency needs

New Contract: FY 2026-2030

Cost and Scope

Contract term: three base years + two one-year extensions
= five years

Contract capacity: \$2,100,000 – an increase from previous contract capacity of \$1,225,000, due to:

- Changes in market rates and conditions
- 44% increase in demand from SamTrans for customer experience and ridership growth surveys:
 - FY26 – 35 Capital Improvement Plan and 10-Year Strategic Plan

New Contract: Planned Research Projects

Recurring Surveys

- Annual Customer Satisfaction Surveys (~\$100,000)
- Bus Triennial Customer Demographic Title VI Surveys (~\$135,000)
- Paratransit Triennial Customer Surveys (~\$70,000)
- Service Planning Surveys (~\$80,000)

New Surveys

- Triennial Rider and Non-Rider Market Segmentation Surveys to support ridership growth (~\$132,000)
- Triennial Customer Experience Surveys to support rider retention through new initiatives (~\$100,000)

Solicitation Process

- On March 17, 2025, the San Mateo County Transit District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority issued joint Request for Proposals (RFP) for On-Call Market Research and Survey Services.
- The RFP was advertised on the Agencies' eProcurement website.
- In response to the RFP, the Agencies received three proposals.
- Staff determined all three proposals were responsive to the requirements of the RFP.

Solicitation Process (cont.)

- A Selection Committee, composed of staff from the Agencies, reviewed, evaluated, scored, and ranked these proposals in accordance with the evaluation criteria set forth in the RFP. The highest ranked firms are as follows:
 - **Corey, Canapary & Galanis** of San Francisco, CA
 - **EMC Research, Inc.** of Oakland, CA
- The Committee determined that the above two firms possess the requisite experience and qualifications required for successful performance of the services as defined in the solicitation documents.

Price Analysis

Staff conducted a price analysis and determined the negotiated prices from these firms to be fair, reasonable, and consistent with those paid for similar services in the Bay Area.

Budget Impact

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

Issuance of Work Directives

Staff will issue Work Directives (WD) on an as-needed basis. Award of these contracts will not obligate the District to purchase any specific level of service from any particular firm, but provides a flexible tool to meet the District's evolving research needs. Any WDs issued under this contract must be included in the approved budget.

Proposed Actions

1. **Award a bench of contracts** to the following firms to provide **On-Call Market Research and Survey Services for a three-year base term, with two additional one-year option terms** for an aggregate not-to-exceed amount of **\$2.1 million** to be shared amongst:
 - **Corey, Canapary & Galanis** of San Francisco, California
 - **EMC Research, Inc.** of Oakland, California
2. **Authorize the General Manager/CEO** or designee to **execute contracts** with each of the above firms in full conformity with the RFP and negotiated agreements, and in forms approved by legal counsel.
3. **Authorize the General Manager/CEO** or designee to **exercise up to two one-year option terms**

Next Steps

- Board review and approval
- District and selected consultants sign contracts
- Implement FY26 market research projects:
 - Customer Experience Survey
 - Customer Satisfaction Survey



Item #10.c.
9/3/2025

Thank You



Please email yink@samtrans.com or jestj@samtrans.com with any questions.

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

September 3, 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

- | | |
|--|---------------|
| 11.a. Call to Order | |
| 11.b. Approval of Minutes of the Legislative Committee Meeting of August 6, 2025 | Motion |
| 11.c. Legislative Update | Informational |
| 11.d. Receive Senate Bill 63 Update | Informational |
| 11.e. 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 Committee. Staff recommendations are subject to change by the Committee.

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

**Legislative Committee Meeting / Committee of the Whole
DRAFT Minutes of August 6, 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 (arrived at 3:31 pm), M. Chuang, B. Esser, M. Fraser, J. Gee, R. Medina

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, J. Epstein, L. Lumina-Hsu, M. Tseng, S. van Hoften

9.d.1. Call to Order

Committee Chair Powell called the meeting to order at 3:26 pm.

9.d.2. Approval of Minutes of the Legislative Committee Meeting of July 2, 2025

Motion/Second: Chuang/Esser

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

Noes: None

Absent: Canepa

9.d.3. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 1250 (Papan)

Jessica Epstein, Director, Government and Community Affairs, provided the presentation, which included the following:

Federal

- House Appropriations Committee passed Fiscal Year 2026 (FY26) Transportation Budget; funding stayed same or reduced from FY25; \$250,000 funding earmarked for SamTrans Bus Stop Improvement Plan

State

- Legislators on recess until August 18
- Assembly Bill 1250 (AB 1250) paratransit operators recertification eligibility – allows for new system for persons with disabilities to recertify their eligibility

Director Canepa joined the meeting at 3:31 pm.

Motion/Second: Medina/Chuang

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

Noes: None

Absent: None

Public Comment

Adina Levin, Seamless Bay Area, spoke in support of AB 1250.

9.d.4. Receive Senate Bill 63 Update

i. Receive Update on and Consider Approval of Caltrain Proposal for Member Agencies' Contributions

April Chan, General Manager, provided the presentation, which included the following:

- Allocation of deficit distribution across three counties recommended by Peninsula Corridor Joint Powers Board (JPB) ad hoc committee to the three member agencies members
- City and County of San Francisco (CCSF) contribution reduced to \$10 million; San Mateo County (SMC) increased to \$32.5 million; Santa Clara County increased to \$32.5 million
- SamTrans staff proposing equivalent reduction in funds allocated from SMC tax revenues to San Francisco Municipal Transportation Agency (SFMTA) under Senate Bill (SB) 63 to offset increased SMC's increased JPB contribution on behalf of CCSF if SMC opts-into regional measure

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

- Joint Powers Agreement and Governance Memorandum of Understanding will continue to be discussed and exercised by agency partners despite how tax revenues may be shared under a potential regional tax measure/SB 63
- Though Gilroy service costs were supposed to be funded by Santa Clara County, expenses have been shared by all three Caltrain partners since the 2000s; expectation is to continue status quo as part of SB 63 discussion
- If all other counties vote for SB 63 and SMC does not join, further consideration will be required to identify a funding source for SMC's Caltrain obligations
- SMC would not be reimbursed for picking up a portion of CCSF contribution to Caltrain; recognized SFMTA has a substantial deficit
- Looking at all transit systems deficits as a regional problem; SFMTA serves SMC; SB 63 is about providing connection for our riders and how they travel around the region
- Consideration of using SB 63 as a funding mechanism to help operators and consider the CCSF allocation picked up by SMC as a loan to be paid back

- SB 63 to be considered a life raft for 14 years and is not to sustain operators; 14-year opportunity for operators to get finances in order

ii. Receive Update on and Consider Opting In to Senate Bill 63 Regional Transportation Funding Measure

Ms. Epstein provided the presentation, which included the following:

- Summary of SB 63 history, progress in securing commitments for amendments to address SMC's previous requests
- Separate mechanisms for Financial and Operation Oversight and Accountability, including enforcement, will now be included in SB 63
- Financial Oversight includes financial stability, making funding conditional on financial plan; must comply with auditor and oversight committee; funding is conditional and can be withheld
- Raayan Mohtashemi, Legislative Aide, Senator Scott Wiener's Office, stated the Financial Oversight committee can entertain withholding entirety of the amount from transit operators with release conditioned on completion of required actions; separate commission structure from accountability structure
- Proposed Operational Oversight and Accountability Amendments: accountability for service and quality of life standards at stations
- Option 1, SamTrans as the Oversight Committee - was not advanced by the bill authors; uneven accountability risks the viability of measure; would threaten stability in budget planning; Alameda, Contra Costa, and CCSF would be disadvantaged despite larger contributions
- Option 2, Metropolitan Transportation Commission (MTC) subcommittee - proposed to be advanced by the bill authors as the choice for inclusion in bill language
- SB 63 amendments proposed by Assemblymember Papan included Regional Oversight Committee (ROC) and performance-based release of funds amongst other key highlights
- Accountability amendments: MTC Accountability Committee - SamTrans has never had this level of oversight over or ability to withhold funds from BART due to operational or quality of life concerns; pathway to withhold up to 5 percent of full regional measure funding (not just funds generated in SMC)
- Current agreement between SamTrans and BART (from 2007): no enforcement mechanism except litigation; no requirement for BART to provide updates or requirement to communicate service changes; no specific service levels agreements
- SB 63 MTC Operational Accountability Committee: guaranteed equitable SMC representation; BART and SFMTA to provide updates to SamTrans; remedies for breach
- Pros of Opt-In: fastest emergency funds to Caltrain operations; fulfills SamTrans' Caltrain obligation for duration of measure; supports BART and SFMTA connections for SMC transit users; protects existing Measure A investments, funds SamTrans bus service and capital investments from structural deficit

- SamTrans funding needs: operating costs growing faster than revenues; 94 percent of riders are low-income; 68 percent are extremely low-income; 79 percent do not drive or have access to a car
- Opt-out consequences: No source of funds to SMC's required Caltrain contribution and deficit not fully covered; SamTrans deficit not covered; forego \$45 million annual new return-to-source; less leverage over BART and SFMTA; less local and regional funding for transit services and connections for riders
- Next steps if opt-out: Near-term: use Measure A funds to cover SMC share of Caltrain's operational deficit; Medium-term: run a SMC revenue measure in 2028
- Advisory votes: San Mateo County Transportation Authority (TA) Board of Directors support opt-in at 1/2 cent with decreased SMC contribution to CCSF to reflect Caltrain funding deal, and increase withholding for Operational Oversight to more than 5 percent; City/County Association of Governments of San Mateo County (C/CAG) support opt-in at 1/2 cent with accountability measures proposed by Assembly Papan
- If opt-in next steps: provide technical assistance to Bay Area delegation and bill authors; develop return-to-source expenditure plan

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

- Condition versus recommendation: condition is constraining and opt-in only if amendments are added; recommendation is opt-in with desire for amendments to be added
- Caltrain operation if SMC opts out of SB 63: Caltrain has said publicly they cannot operate without all partners providing their requisite shares
- SamTrans operation if SMC opts out of SB 63: SamTrans long-term budget cannot fund all capital or operations needs; rate of growth of expenses increasing faster than revenues; if no new revenue source, SamTrans will need to reconsider services and service levels
- Reimagine SamTrans able to increase frequency and provides predictability of service, reduce wait times between transfers resource for vulnerable population to get to their jobs; advancements may be lost
- Consider long-term (10 to 15 years) consequences and the end users of transit

The Committee invited Assemblymember Diane Papan to speak. Assemblymember Papan provided a presentation that included the following information:

- Regional solution must be equitable, transparent, and have accountability
- Proposed amendments do not meet standards that SMC must have
- SMC has no voting representation on SFMTA and BART Boards of Directors; no service agreements; no binding mechanism that money returns to SMC
- SB 63 subsidizes other transit agencies without accountability

- Assemblymember Papan provided suggested amendments as listed in her letter including: create San Mateo County Regional Oversight Committee (ROC); service agreements with BART and SFMTA funds to be redirected if standards are not met
- Need safeguards for taxpayers

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

- Need stronger language in proposed amendments
- SB 63 is not only funding measure option; citizens initiative in SMC would grant ability to be in control
- Proposals for representation from each county on oversight committees

The Committee invited Raayan Mohtashemi, Legislative Aide, Senator Scott Wiener's Office, to speak. Mr. Mohtashemi read aloud a statement from Senator Wiener which included the importance of public transit in SMC, strengthening accountability, and control of funds.

The Committee Members had a robust discussion, and Mr. Mohtashemi provided further clarification in response to the following Committee comments and questions regarding accountability and representation concerns, and proposed remedies would disproportionately disadvantage all counties.

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

- Reimagine SamTrans promised more service and increased levels of service; opt-out would impact current programs and make SamTrans unable to implement new programs; importance of disability programs
- Caltrain's electrification, increased service levels leading to increased ridership, special events, rider promotion and outreach; funds are needed to support service, maintain momentum
- Opt-in would have measure of accountability for BART in SMC which does not exist now
- Polling results show a sales tax increase to over 10 percent does not appear to be a problem for voters; voters care about climate change and sustainability, and voters want to invest and improve transit
- Opt-in and leave the decision to the voters
- Oversight and auditor expenses are part of the SB 63 funding plan; consideration of charging agencies directly for the analysis and development processes; measurable metrics and metric drive funding cuts that can be quantified; identify how transit operators can improve; ensure counties treated equitable

- Transportation is a regional consideration and for a transit system to be successful, riders need to enjoy experience and transfers
- Protect Measure A funds so capital projects can be completed; look ahead to 2028 and 2030 for Measure A renewal
- Withholding transit operator funds has been done before by MTC
- Return-to-source will fund service, stations, quality of life; SamTrans can have a seat at a table that it currently does not have; will not have a seat if SamTrans opts out
- Federal administration cutting transportation funds, and decreasing State budget funds are considerations

Public Comment

Jerry Brozell, San Mateo, commented on sales tax would go over 10 percent in Redwood City, city-based taxes for own local transit agency, accountability, and withholding amounts and spoke in opposition to SB 63.

Greg Wright, City of Pacifica, commented on no BART and Muni service in Pacifica, return to source funding importance, microtransit, last mile considerations, and equity of transit agency funding across SMC.

Sebastian Petty, San Francisco Bay Area Planning and Urban Research Association (SPUR), stated SPUR supports SB 63, commented on regional transit agencies and benefits of the SB 63 bill, and spoke in support of opt-in to SB 63.

Sue Beckmeyer, City of Pacifica, commented on no BART and Caltrain service in Pacifica, potential use of return-to-source funding to provide alternatives and opportunities to get connect coastside \ to regional transit systems.

Rebecca Wilson, Pacifica, spoke in support of opt-in to SB 63, and commented on taking public buses to school and a gross receipts tax alternative.

Marc Slakey, Redwood City, commented on using regional transit systems including BART and Muni, and spoke in support of opt-in to SB 63

Don Cecil, San Mateo County Economic Development Association (SAMCEDA), spoke in support of opt-in to SB 63 as 1/2 cent sales tax and strong accountability measures.

David Rabinovich commented on deadline to join SB 63 and effect on Bay Area transit systems, and spoke in support of opt-in to SB 63.

Adam Rak, Chair of C/CAG, stated C/CAG recommends opt-in to SB 63 at 1/2 sales tax and including strong accountability and efficiency measures.

Rich Nahass, Pacifica Climate Committee, commented on increasing regional transit services and spoke in support of opt-in to SB 63.

Noor, Transbay Coalition, commented on regional transit system integration, cleaner air, and spoke in support of opt-in to SB 63.

Adina Levin spoke in support of opt-in to SB 63 and staff recommendation, and commented on polling results and return to source funding.

Brian Schmidt, Menlo Park, spoke in support of opt-in to SB 63 and commented on using public transit when injured.

Carlos Romero, East Palo Alto, spoke in support of the staff recommendation and opt-in to SB 63 and commented on oversight, government compromise, and accountability.

Nicole Noga, Redwood City, spoke in support of the staff recommendation and opt-in to SB 63, and commented on accountability and transparency.

Adrian Brandt spoke in support of the staff recommendation and opt-in to SB 63, and commented on Caltrain agency member contribution compromise.

Roland commented on Caltrain agency member contribution compromise and Gilroy service.

Emily Loper, Bay Area Council, spoke in support of the staff recommendation and opt-in to SB 63.

Gregg Dieguez, Montara, spoke in support of Assemblymember Papan's recommendations and commented on transit agencies financial standards requirements and opposed opt-in to SB 63.

April Vargas, Montara, spoke in support of the staff recommendation and opt-in to SB 63 and commented on regional collaboration and seat on BART Board.

Lian Chang spoke in support of opt-in to SB 63 and the staff recommendation and commented on riding BART, Caltrain, and SamTrans.

Katerine Dumont, Menlo Park, spoke in support of the staff recommendation and opt-in to SB 63.

Jenny Michel, Menlo Park, spoke in support of opt-in to SB 63 at 1/2 cent or a business tax.

Noelia Corzo spoke in support of opt-in to SB 63 and commented on transit-dependent riders.

Allison Chang spoke in support of opt-in to SB 63 and commented on gross receipts tax and county's climate goals to reduce emission.

Cyrus Hall, San Francisco, commented on riding SamTrans and Caltrain and spoke in support of opt-in to SB 63.

Ben Mangiafico, San Carlos, spoke in support of opt-in to SB 63 and commented on regional transit systems.

Jordan Grimes, Greenbelt Alliance, spoke in support of the staff recommendation and opt-in to SB 63 and commented on reducing greenhouse gas emissions.

Michael Crocker, Foster City, spoke in support of opt-in to SB 63 and commented riding on integrated transit systems.

Bob Allen, Urban Habitat, commented that transit is a regional effort and funding for public transit.

Cameron Miller spoke in support of SB 63.

Marc Chang, San Francisco, spoke in opposition to opt-in to SB 63 and commented on accountability and existing public transit agency funding.

Amy Sukumar spoke in support of opt-in to SB 63 and commented on increased transit service.

Motion by Director Canepa to proceed with the staff recommendation as presented: Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a 1/2 cent tax rate. Also, encourage the Bay Area delegation:

- (a) To advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and
- (b) strengthen the oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART, while
- (c) preserving San Mateo County's ability to participate in the measure.

Friendly amendment by Director Gee to make sure there is accountability. Accepted by mover Director Canepa.

Friendly amendments by Director Powell, noted in red font color and inclusive of Director Gee's friendly amendment, to:

Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a 1/2 cent tax rate **with the condition that there is oversight and accountability**. Also, **encourage instruct** the Bay Area delegation:

- (a) To advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and
- (b) **There must be strengthen the** oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART **and strongly recommending localized oversight or non-political board of experts for oversight**, while
- (c) preserving San Mateo County's ability to participate in the measure.

Friendly amendments not accepted by mover Director Canepa.

Substitution Motion by Director Powell with amendments to staff recommendation noted in red font color:

Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a 1/2 cent tax rate **with the condition that there is oversight and accountability**. Also, **encourage instruct** the Bay Area delegation:

- (a) To advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and
- (b) **There must be strengthen the** oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART **and strongly recommending localized oversight or non-political board of experts for oversight**, while
- (c) preserving San Mateo County's ability to participate in the measure.

Motion/Second: Powell/Speier

Ayes: Powell, Ratto, Speier

Noes: Canepa, Esser, Fraser, Medina, Chuang, Gee

Absent: None

Motion to change word "encourage" to "instruct"

Motion/Second: Powell/Speier

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

Noes: None

Absent: None

Motion as modified by the Committee/Second: Powell/Esser
Friendly amendment by Director Gee to make sure there is accountability. Accepted by mover Director Powell.

The Committee voted on the below final motion, with changes to the staff recommendation noted in red font color:

Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a 1/2 cent tax rate. Also, **encourage instruct** the Bay Area delegation:

- (a) To advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and the
- (b) **There will be strengthen the** oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART, while
- (c) preserving San Mateo County's ability to participate in the measure.

Motion/Second: Powell/Esser

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

Noes: Speier

Absent: None

9.d.5. Adjourn – The meeting adjourned at 6:35 pm.



August 15, 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 – September 2025**

General Update

After breaking for Summer Recess on July 18, the Legislature reconvened on August 18 to wrap up the 2025 Legislative Year. Fiscal committees have until August 29 to hear and pass bills to the floor of each house. As a reminder, bills with a nominal fiscal impact to the state are referred to the appropriations committees' suspense files. August 29 will be the appropriations committees' suspense file hearings. If bills pass the fiscal committees, they are moved to the floors of each house for final votes. Bills will need to be in their final form 72 hours prior to final votes. The Legislature will recess the first year of the two-year 2025-26 Legislative Session on September 12. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

With only about a month left in the first year of the two-year Legislative Session, the Legislature still has several big-ticket transit-related items to address before adjourning for the year on September 12. This list is headlined by Cap-and-Trade expenditure plan and possible re-authorization, the proposed \$750 million loan to Bay Area transit agencies, and the Bay Area Regional Measure.

Cap-and-Trade Re-Authorization

As we have discussed in previous reports, the Legislature has largely avoided acting on the Governor's proposal to extend and amend the Cap-and-Trade program and Greenhouse Gas Reduction Fund since Governor Newsom announced it as part of his May Revise. While there remains some urgency to act this year to reassure the allowance markets, the August auction occurred without an extension in place. If May's auction is any indication (revenues were about half of the May 2024 auction), the State may be in for another poor amount of proceeds funding the GGFR. We are still awaiting the results of the August auction. Experts argue this dip in auction proceeds have been primarily driven by uncertainty in the future of the program – this has led to a reduction in demand for allowances, resulting in lower revenues. This lack of certainty and confidence is one of the main reasons the Governor and Legislature want to extend the program an additional 15 years. The California Transit Association, of which SamTrans is a member, has led the fight in Sacramento to ensure that any Cap-and-Trade reauthorization maintains strong funding for public transportation programs.

In the final month of the session, the Legislature and the Governor could agree to extend the program and leave the allowance allocations/funding programs for another day, essentially leaving the current programs (e.g. TIRCP) in place. They could also agree to extend the program and alter the funding

programs to address evolving administration and legislative priorities, including specified funding for the high-speed rail project or energy affordability. We have seen draft plans from each house that speak to different approaches to expenditures (shorter multi-year commitments versus long-term, continuously appropriated programs) with very little detail other than broad categories consistent with existing law (e.g. clean transportation). All parties seem to agree on an extension to 2045.

Bay Area Transit Loan

At the start of 2025, Senator Jesse Arreguín (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles) proposed that the Legislature allocate \$2 billion in new monies for transit agencies across the State. After the Governor's May Revision revealed California was facing a \$12 billion deficit, that effort seemed like a long shot. Instead, the Governor and Legislative leaders agreed to a \$750 million emergency loan for four Bay Area transit agencies (AC Transit, BART, Caltrain, and SF Muni). Pursuant to the [Budget Act](#), this emergency loan is generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure (by the Legislature, not the voters). Additional details have been scarce, but the impacted agencies are working on loan terms to share with Bay Area legislators, and we expect the Department of Finance to be engaged as these details are finalized and agreed to amongst the parties. The biggest sticking point will be how these loans get repaid if the Bay Area Regional Measure fails.

Bay Area Regional Measure

The Bay Area Regional Measure, ensconced in SB 63 (Wiener and Arreguín), continues to move through the legislative process. This bill seeks to generate additional revenue to support the Bay Area's public transit systems. After passing the Senate Floor on June 2, the bill passed to the Assembly, where it was heard in its first policy committee – the Assembly Transportation Committee – on July 7. The bill passed the Committee on a party-line vote of 11-4. However, before passing, the author accepted Committee amendments that prioritize the operations of the San Francisco Bay Ferry (WETA) service and the East Bay bus systems over funding for transit transformation, while also reducing the transit transformation pot from 10 percent to 5 percent. Additionally, because the legislation is not in its final form, the author and the Chair agreed that the bill would again be heard in the Committee before the end of the Legislative Session, which is September 12.

The bill, as currently drafted, would authorize a citizens' initiative, which may only require a simple majority vote, for a sales tax of one-half cent in Alameda and Contra Costa Counties, and up to one cent in San Francisco County. These taxes could be applied for 10-15 years. The bill is currently a three-county measure (Alameda, Contra Costa, San Francisco) but provided a path for San Mateo and Santa Clara counties to opt-in before August 11. On August 8, these counties opted into the measure through the respective votes of the SamTrans and VTA Boards of Directors. The addition of these counties to the measure will be reflected in future amendments to the bill.

The current bill in print proposes to allocate revenues to AC Transit, BART, Caltrain, Muni, County Connection, Tri Delta Transit, LAVTA, Union City Transit, WestCAT and SF Bay Ferry, and those revenues may only be used for transit operations. The measure would also provide up to 5 percent (down from 10 percent) of the revenues for transit transformation to be controlled by MTC and up to 1 percent of revenues for administration of the regional measure for the Transportation Revenue Measure District Board. The bill also currently requires performance audits of the major transit systems facing fiscal cliffs (AC Transit, BART, Caltrain, SF Muni), as well as provisions for stronger regional network management and authorizes a regional network manager to implement the network management framework in exchange for access to SB 63 funds. We expect additional amendments to the bill on or around August 29.

On July 23, Senators Wiener and Arreguín sent a letter to MTC and county transportation agencies outlining their proposed expenditure plan for the five counties presumed to join the measure. The proposed expenditure plan assumes Alameda, Contra Costa, San Mateo, and Santa Clara Counties all pass a one-half cent sales tax and the City and County of San Francisco passes a one cent sales tax, all of them in effect for 14 years. This expenditure plan proposes that SamTrans receive 4.7 percent of the total revenue from the tax measure – predicted to be approximately \$50 million annually by Fiscal Year 2031.

On August 5, Senators Wiener and Arreguín sent a follow up letter to MTC and county transportation agencies to address accountability concerns many local entities have expressed with SB 63. The letter outlines several accountability provisions already in the measure – including independent third-party financial efficiency reviews – and proposes several new accountability requirements like a ‘regional accountability committee.’

This bill is in the Assembly Appropriations Committee.

Brown Act Reform

As we have identified for you in past reports, multiple Brown Act-related bills were introduced in the Legislature at the start of 2025. In recent years, legislation has successfully authorized the (limited) use of remote participation for board/council members under certain circumstances (illness, caring for others, travel, etc.) as long as a quorum of the agency’s members participate 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. Prior to this authorization, members participating remotely would have had to post their location and open that location to the public. This authority was created by AB 2449 (Rubio) and is primed to sunset on January 1, 2026.

AB 259 (Rubio) sought to extend these provisions to January 1, 2030. However, after passing the Assembly, the bill did not move out of the Senate Local Government Committee. SamTrans supported AB 259.

In addition, for several years, local agencies have worked to allow for *entirely* remote participation for advisory or subsidiary bodies. During the last legislative session, AB 817 (Pacheco) tried and failed to grant this authority. This year **SB 239 (Arreguín)** was introduced to authorize members of subsidiary bodies to participate remotely – with requirements for notice, agenda, and public participation. SB 239 would have still required *elected officials* serving on a subsidiary body and participating remotely to post their location and open that location to the public. SB 239 was ordered to the inactive file by Senator Arreguín in early June. SamTrans supported SB 239.

The last Brown Act bill remaining is **SB 707**, authored by Senate Local Government Committee Chair Maria Elena Durazo. SB 707, as amended July 17, is intended to serve as a comprehensive update to the Brown Act, and includes most of the provisions originally proposed in AB 259 and SB 239, in addition to several other components.

SB 707 proposes to:

- Require local legislative bodies (cities councils or county boards with a population over 30,000, a city in a county with a population over 600,000, or a special district board with a population over 200,000) to provide teleconference opportunities for the public, until January 1, 2030;
- Extend existing teleconference flexibility provisions allowing remote participations – as proposed in AB 259 – until January 1, 2030;

- Permit teleconferencing flexibility for subsidiary bodies – as proposed by SB 239 – until January 1, 2030, but requires that the legislative body offer one physical location where members of the public may attend and participate;
- Prohibit elected officials serving on the subsidiary body from utilizing these teleconference provisions, and;
- Require a legislative body to provide language translations of their agenda and to *reasonably* assist members of the public with translation services, but does not *require* an agency to provide interpretive services at a meeting.

SB 707 is in the Assembly Appropriations Committee.

SamTrans-Sponsored Legislation

SamTrans is sponsoring SB 272 (Becker), which would give SamTrans the authority to use the job-order contract (JOC) method of procurement. JOC is a competitively solicited, fixed-price contracting method used for small maintenance and repair work. JOC results in on-call construction service contracts subject to a project labor agreement under which public agencies issue work orders for specific jobs at pre-determined prices. This contracting method provides accelerated project delivery, reduces administrative costs, and lowers construction costs. The bill is now on the Assembly Floor, pending a final vote before delivery to the Governor.

San Mateo County Transit District
State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<p>AB 23 DeMaio R</p> <p>The Cost of Living Reduction Act of 2025.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 33 Aguiar-Curry D</p> <p>Autonomous vehicles.</p>	<p>This bill is on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. 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.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 8/15/2025

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 in the Senate 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 102 Gabriel D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

San Mateo County Transit District
State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<p>AB 334 Petrie-Norris D</p> <p>Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>This bill is on the Senate Floor.</p>	<p>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 an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub 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 listed as “required” by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than \$2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<p>AB 339 Ortega D</p> <p>Local public employee organizations: notice requirements.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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 after receiving the written notice, the bill would require the public agency and recognized employee organization to meet and confer in good faith within a reasonable time, 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.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<p>AB 340 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, 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.</p>	<p>Watch</p>
<p>AB 370 Carrillo D</p> <p>California Public Records Act: cyberattacks.</p>	<p>This bill was signed by the Governor on July 14, 2025.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 394 Wilson D</p> <p>Public transportation providers.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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.</p>	<p>Support March 2025</p>
<p>AB 421 Solache D</p> <p>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 476 González, Mark D Metal theft.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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. This bill contains other related provisions and other existing laws.</p>	<p>Support July 2025</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 939 Schultz D</p> <p>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 996 Pellerin D</p> <p>Public Resources: sea level rise plans.</p>	<p>This bill is on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan. The bill would provide that local governments are encouraged, on or before January 1, 2029, to consult with the California Coastal Commission, in a voluntary early consultation, regarding sea level rise plans in the preparation of a local coastal program or an amendment to a local coastal program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1067 Quirk-Silva D</p> <p>Public employees' retirement: felony convictions.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<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, if the investigation indicates that the public employee may have committed a crime. 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, and would then authorize the public employer to close the investigation. 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>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1085 Stefani D</p> <p>License plates: obstruction or alteration.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Existing law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Existing law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of two hundred fifty dollars \$250 per item sold or per violation. A violation of the Vehicle Code is a crime. This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. The bill would further prohibit the manufacture of these products and devices in the state and impose a \$1,000 fine per item sold or manufactured for a violation of these provisions. The bill would also make clarifying changes. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1207 Irwin D</p> <p>Climate change: market-based compliance mechanism: price ceiling.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1243 Addis D</p> <p>Polluters Pay Climate Superfund Act of 2025.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1250 Papan D</p> <p>Transit operators: paratransit: recertification of eligibility.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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.</p>	<p>Support August 2025</p>
<p>AB 1268 Macedo R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1340 Wicks D</p> <p>Transportation network company drivers: labor relations.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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. 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 board to enforce these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1410 Garcia D</p> <p>Public utilities: service outages and updates: alerts.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 30 Cortese D</p> <p>Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>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 ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified.</p>	<p>Watch</p>
<p>SB 63 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation funding.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>(1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 71 Wiener D California Environmental Quality Act: exemptions: environmental leadership transit projects.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, 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.</p>	<p>Support March 2025</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 79 Wiener D</p> <p>Housing development: transit-oriented development: California Environmental Quality Act: public transit agency land.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that contains certain mandatory elements, including a housing element. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements, and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
SB 101 Wiener D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 131 Committee on Budget and Fiscal Review Public Resources.	This bill was signed by the Governor on June 30, 2025.	Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by \$8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate \$500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 272 Becker D</p> <p>San Mateo County Transit District: job order contracting: pilot program.</p>	<p>This bill is on the Assembly Floor.</p>	<p>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.</p>	<p>Sponsor February 2025</p>
<p>SB 419 Caballero D</p> <p>Hydrogen fuel.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>Transportation: planning: complete streets facilities: sustainable transportation projects.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 506</p> <p>Committee on Transportation</p> <p>Transportation: omnibus bill.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority’s governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority’s governing board. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 512 Pérez D</p> <p>District elections: initiatives.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law prescribes the procedures by which a proposed ordinance may be submitted to the governing board of a district by an initiative measure. These procedures do not apply to specified districts, including a district formed under a law that does not provide a procedure for elections. This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and substantive accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. To the extent the bill would increase the duties of county elections officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 578 Smallwood-Cuevas D</p> <p>California Workplace Outreach Program.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, 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. This bill contains other related provisions.</p>	<p>Watch</p>
<p>SB 642 Limón D</p> <p>Employment: payment of wages.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>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 an employer reasonably expects to pay for the position upon hire and is made in good faith.</p>	<p>Watch</p>
<p>SB 707 Durazo D</p> <p>Open meetings: meeting and teleconference requirements.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>(1)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 an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, 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, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 714 Archuleta D</p> <p>Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.</p>	<p>Pending referral to policy committee.</p>	<p>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.</p>	<p>Watch</p>
<p>SB 735 Committee on Local Government</p> <p>Validations.</p>	<p>This bill was signed by the Governor on July 14, 2025.</p>	<p>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.</p>	<p>Watch</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 35 Alvarez D</p> <p>California Environmental Quality Act: clean hydrogen transportation projects.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. 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.</p>	<p>Watch</p>
<p>AB 99 Ta R</p> <p>Electrical corporations: rates.</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 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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 259 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act 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.</p>	<p>Support June 2025</p>
<p>AB 467 Fong D</p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, 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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 541 DeMaio R</p> <p>California Public Records Act Ombudsperson.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 778 Chen R</p> <p>Local Agency Public Construction Act: internet website posting.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 810 Irwin D</p> <p>Local government: internet websites and email addresses.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 941 Zbur D</p> <p>California Environmental Quality Act: electrical infrastructure projects.</p>	<p>This is a two-year bill.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA 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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1070 Ward 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>AB 1132 Schiavo D</p> <p>Department of Transportation: climate change vulnerability assessment: community resilience assessment.</p>	<p>This is a two-year bill.</p>	<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>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>AB 1337 Ward D</p> <p>Information Practices Act of 1977.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	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.	Watch
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 239 Arreguín D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, 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.</p>	<p>Support June 2025</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 496 Hurtado D</p> <p>Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

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State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<p>SB 559 Stern D</p> <p>Electricity: deenergization events: communications.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<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>

San Mateo County Transit District
State Legislative Matrix 8/15/2025

Bill ID/Topic	Location	Summary	Position
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This is a two-year bill.</p>	<p>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.</p>	<p>Watch</p>
<p>SB 752 Richardson D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>This bill was held on the Senate Appropriations Suspense File.</p>	<p>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.</p>	<p>Support April 2025</p>

SamTrans Federal Report August 2025

Congressional Update

FY26 Appropriations Update – House and Senate Appropriations Committees Advance Transportation-HUD Bill

- Last month, the House and Senate Appropriations Committees advanced their Fiscal Year (FY) 2026 Transportation-HUD (THUD) bills for floor consideration. The House Appropriations Committee advanced their THUD bill on July 17, and the Senate Appropriations Committee advanced their THUD bill on July 24.
- The Senate THUD bill preserves more funding for Department of Transportation (DOT) programs than the House bill with the Senate including \$110 billion in total funding for DOT compared to the House bill that includes \$105.1 billion. A detailed breakdown of funding provided in the Senate THUD bill can be found in the tables below:

DEPARTMENT OF TRANSPORTATION FY 2026 FEDERAL FUNDING PRIORITIES				
	FY 2025 Enacted	FY 2026 House	FY 2026 Senate	FY 2026 Final
BUILD Plus-Up <i>(previously known as RAISE, IJA continues to provide \$1.5 Billion in mandatory spending)</i>	\$345 million plus-up	\$0	\$250 million plus-up	
Federal Highway Administration (FHWA)	\$62,393,671,000	\$64,365,539,000	\$63,977,331,000	
FHWA Highway Formula Funding (authorized by IJA)	\$61.314 billion	\$62,657,105,821	\$62,657,105,821	
FHWA Highway Infrastructure Grants	\$340.5 million	\$1.369 billion	\$1,136,425,000	
• Active Transportation Infrastructure Program	\$0	\$10 million	\$0	
• Stopping Threats On Pedestrians	\$0	\$5 million	<i>Directs FHWA to use existing funds</i>	
• Reconnecting Communities	\$0	\$0	\$62.2 million	
Federal Transit Administration (FTA)	\$16,603,909,000	\$14,910,000,000	\$16,890,357,000	
Transit Infrastructure Grants	\$45.569 million	\$97.266 million	\$140.857 million	
Capital Investment Grants Program	\$2.205 billion	\$53.7 million	\$1.95 billion	
Transit Infrastructure Formula Funding (authorized by IJA)	\$14.279 billion	\$14.642 billion	\$14.642 billion	

House Appropriations Committee Advances SamTrans' Bus Stop Upgrades

- The House Appropriations Committee Transportation-HUD (THUD) includes \$250,000 for the Bus Stop Amenity Improvements Project submitted by Rep. Mullin (D-CA).
- The funding would be used to support the SamTrans Bus Stop Improvement Plan (BSIP), which would install over 170 new shelters, 75 new bus bulbs or boarding islands, and nearly 200 digital real-time information signs at over 220 bus stops.

Congressional Republicans Become Increasingly Receptive to Including Earmarks with a Long-Term CR

- With congressional negotiators still far from reaching a long-term spending agreement, Republican leaders and members of the House Freedom Caucus are now advocating to protect earmarks if negotiations fail on a broader package and they need to pass an extension of current government funding, known as a continuing resolution (CR).
- House Freedom Caucus Chair Andy Harris (R-MD) has specifically expressed support for the inclusion of earmarks with a CR on the condition that Congress continue to pass additional rescissions packages to claw back funding previously appropriated by Congress.
- With the 2026 midterms approaching, Speaker Mike Johnson (R-LA) and others in Republican leadership see earmarks as a tool to help vulnerable incumbents deliver district wins, signaling a shift in GOP attitudes toward the practice.

Senate Confirms Marc Molinaro as FTA Administrator in Bipartisan Vote

- On August 2, the Senate confirmed former Congressman Marc Molinaro to lead the Federal Transit Administration (FTA). The 73-21 vote comes four months after the Senate Banking, Housing, and Urban Affairs Committee approved his nomination. Since April, Molinaro has served as a senior advisor to Department of Transportation (DOT) Secretary Sean Duffy on transit issues.
- Molinaro represented New York's 19th congressional district from 2023-2025 and was the county executive for Dutchess County, New York from 2012-2023. Over the past few months, he has outlined his priorities for the FTA, notably focusing on the 11 U.S. cities that will host FIFA World Cup Games next year. He has also pledged to allow nonpartisan career staff at the FTA to oversee safety enforcement.

House T&I Ranking Member Larsen, Reps. Frost and Turner Request GAO Study on Transit Bus Costs

- On August 7, House Transportation & Infrastructure (T&I) Ranking Member Rick Larsen (D-WA), along with Reps. Maxwell Frost (D-FL) and Mike Turner (R-OH) sent a bipartisan letter to the Government Accountability Office (GAO) to request a study on the costs for local communities to procure transit buses.

- The members requested a study that specifically examines key design and construction costs for buses in the United States and how they compare to other countries' transit vehicles. The members also requested that the study examine the effects of manufacturing challenges on Federal Transit Administration (FTA)-funded procurements, as well as how transit bus stakeholders have worked to reduce costs and reduce bus manufacturing times.
- A copy of the letter can be found [here](#).

Administration Update

President Trump Signs Executive Order to Increase Oversight on Federal Grantmaking and Award Policies

- On August 7, President Trump signed an executive order – entitled [“Improving Oversight Over Federal Grantmaking”](#) – that codifies much of the current Administration’s grantmaking initiatives and processes. The EO aims to increase oversight of public tax dollars and directs every federal agency to designate a senior appointee charged with creating a review process for new funding opportunity announcements and past discretionary grants. The focus of the review process is to ensure grant opportunities align with President Trump’s priorities and avoid duplicative funding announcements from multiple agencies.
- The EO also states that discretionary federal grants must not support racial discrimination, denial of biological sex, illegal immigration, or initiatives that threaten public safety or American values.
- The EO also directs agency heads to review the agency’s standard grant terms within 30 days of this executive order and provide a report to the Director of the Office of Management and Budget (OMB) detailing their findings and recommendations for termination of specific grants.
- The Director of the Office of Management and Budget (OMB) is also instructed to revise the Uniform Guidance and related policies to streamline application requirements for federal discretionary grants and mandate that all discretionary grants include a “termination for convenience” clause, meaning the government can terminate a grant program early if it no longer aligns with administration priorities.

FTA Changes Flexibilities for Low-Emission Projects

- On July 25, the Federal Transit Administration (FTA) announced that they will now allow grant recipients to switch from “no emissions” to “low emissions” technology in their project proposals, offering more flexibility. In FTA’s statement, Secretary Duffy emphasized prioritizing reliable, cost-effective energy sources and empowering transit agencies to choose technologies that best serve commuters.
- Transit agencies seeking to revise their proposals must contact their FTA Regional Office with a written request explaining the desired changes.

BOARD OF DIRECTORS 2025

JEFF GEE, CHAIR
MARIE CHUANG, VICE CHAIR
DAVID J. CANEPA
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MARINA FRASER
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JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Strategic Planning, Development, and Sustainability Committee Meeting Committee of the Whole

September 3, 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

- | | |
|--|---------------|
| 12.a. Call to Order | |
| 12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of August 6, 2025 | Motion |
| 12.c. Ride Plus Microtransit Evaluation Key Findings | Informational |
| 12.d. 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 Committee. Staff recommendations are subject to change by the Committee.

**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 August 6, 2025**

Members Present (In Person): M. Chuang, P. Ratto, R. Medina (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: B. Esser, M. Fraser, J. Gee, J. Powell, J. Speier

Other Board Members Absent: D. Canepa

Staff Present: J. Cassman, A. Chan, L. Lumina-Hsu, M. Tseng, S. van Hoften

9.c.1. Call to Order

Committee Chair Medina called the meeting to order at 3:26 pm.

9.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 2, 2025

Motion/Second: Esser/Chuang

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

Noes: None

Absent: Canepa

9.c.3. Ride Plus Microtransit Evaluation Key Findings

Item 9.c.3. was continued to the September 3, 2025 meeting.

9.c.4. Adjourn – The meeting adjourned at 3:26 pm.

**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: **Ride Plus Microtransit Evaluation Key Findings**

Action

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

Significance

SamTrans launched its Ride Plus microtransit service in June 2023. After two years of service operations, SamTrans has undertaken an evaluation of how well Ride Plus is achieving SamTrans's goals to expand mobility, ensure high quality service, provide efficient and sustainable service, and advance equity.

The evaluation team examined trends in ridership, service efficiency, and service quality and reviewed the Ride Plus rider survey conducted in spring 2024. Key findings include:

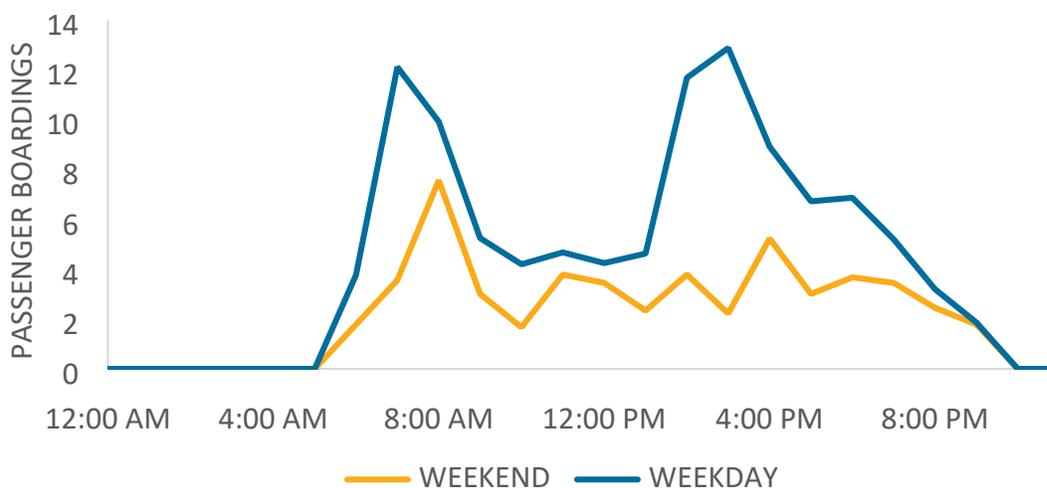
- There is an overall high level of satisfaction with the Ride Plus service. 88 percent of riders rated Ride Plus 5- and 4-stars with an average of 4.3-star rating.
- Ride Plus is broadly performing well. Of the goals with specific metrics, Ride Plus meets most of them. There are opportunities to increase service efficiency and sustainability by increasing the number of pooled, or shared, trips.
- Ride Plus operates at under capacity (1-1.9 passengers/hour) compared to peer agencies (2-3 passengers/hour). There are opportunities to increase ridership into the current system to improve productivity.
- Some customers supported expanding operating hours and service areas.

East Palo Alto/Belle Haven Service Area: This service area is primarily northeast of Highway 101, in the southeast corner of San Mateo County, comprising a roughly triangular three-square miles of land. With an approximate population of 35,000, the East Palo Alto/Belle Haven service area is both more populated and denser than Half Moon Bay, and as such, is served by several SamTrans fixed routes (280, 281, 296, and EPX) in addition to one school-oriented route. Of these, Routes 281 and 296 run every 20 minutes or better, serving the Palo Alto Transit Center

and Redwood City, respectively. Ride Plus service is provided by three vehicles with two shifts per vehicle, from 6:00 a.m. to 10:00 p.m. every day.

Most rides are to and from schools not served by SamTrans school-oriented service and across US-101. East Palo Alto/Belle Haven is averaging 1.6-1.8 riders per service hour, which is lower than other peer microtransit systems¹. The service area has also had consistent ridership since shortly after service started. On average, there have been about 80 passengers per weekday and 40 passengers per weekend day since the service started. Weekday ridership experience peaks at about 7:00 a.m. and 3:00 p.m., mainly due to students taking Ride Plus to and from school or after-school activities, primarily in the opposite direction of the school-oriented services provided at the same time. Mid-day and evening ridership is much lower (Figure 1).

Figure 1 East Palo Alto/Belle Haven Hourly Riders, March 2025

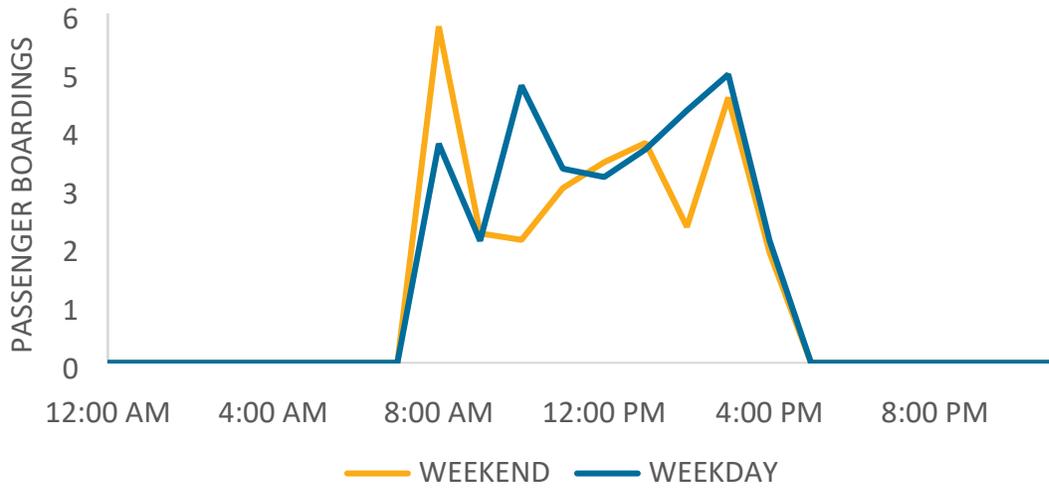


Half Moon Bay/El Granada Service Area: The Half Moon Bay/El Granada service area comprises approximately seven square miles of coastline between the communities of Half Moon Bay and El Granada, a narrow strip which follows Highway 1. Approximately 12,000 residents live in the service area. In addition to Ride Plus, the area is served by two SamTrans fixed routes (the hourly Route 117 to Linda Mar Park & Ride and the hourly Route 294 to Hillsdale Shopping Center), as well as two school-oriented routes. Ride Plus service in the area is provided by two vehicles, with one shift per vehicle, between 8:00 a.m. and 5:00 p.m. every day.

Most rides are between downtown Half Moon Bay and El Granada and between downtown and the Ritz Carlton. There are between 1.5 and 1.8 riders per service hour, which is lower than other peer microtransit systems with 2 to 3 riders per service hour. The Half Moon Bay service area has seen consistent ridership since shortly after the launch of service. On average, there have been around 30 passengers per weekday and about 25 passengers per weekend day. There is consistent ridership throughout the day on all day types, except for the high ridership in the first hour of service at 8:00 a.m., indicating possible demand for earlier service (Figure 2).

¹ Peer agencies include DART’s GoLink, LA Metro’s Micro, and Pierce Transit’s Runner.

Figure 2: Half Moon Bay Hourly Riders, March 2025



Ride Plus Goals: Microtransit is a distinct service from fixed route, so staff developed unique goals to determine if the service is successful. The four goals established in 2024 include expanding mobility, ensuring high quality service, providing efficient and sustainable service, and advancing equity. Data from the first 18 months of service show Ride Plus is achieving those goals (Figures 3-6).

Figure 3. Goal 1

Expand Mobility		
Metric	Target	Result
Trips from locations without fixed-route transit	High	Very few trips made from locations without any fixed-route transit (<1% in East Palo Alto, 5% in Half Moon Bay)
Trips made which connect to fixed-route transit	High	46% of trips in Half Moon Bay 54% of trips in East Palo Alto
Overall transit trips within the zone	Increase	20% larger growth in ridership compared to fixed-route service in Half Moon Bay 7% larger growth in ridership compared to fixed-route service in East Palo Alto

Figure 4. Goal 2

Ensure High Quality Service		
Metric	Target	Result
Average Wait Time	<25 minutes	15-20-minute average wait in both zones, depending on the day
Completed Search Requests	90%	92% in Half Moon Bay 99% in East Palo Alto
High Ratings	High	88% of riders rated 5- and 4-stars, average rating of 4.3
Low Complaints	Low	<5 complaints per month

Figure 5. Goal 3

Provide Efficient and Sustainable Service		
Metric	Target	Result
Pooled Trips	High	45% of trips are pooled
Reduced drive-alone trips	Reduction	20% of survey respondents indicated Ride Plus replaced drive-alone trips

Figure 6. Goal 4

Advance Equity		
Metric	Target	Result
Rider demographics align with priority communities	Serving equity priority areas	Riders are much more likely to be Black, Indigenous, or People of Color (BIPOC) than county average . Low-income household usage was difficult to determine because many riders preferred not to answer.
Reduced transportation costs	Reduce	40% of respondents say they are paying less using Ride Plus compared to non-Ride Plus trips they made before. 22% of riders say they are paying more.

Next Steps: Staff are reviewing potential service adjustments to right size the Ride Plus service, including possible boundary and span expansion and reduction of vehicles during low demand times, with the intention to increase ridership and pooling. Staff will return to the Board of Directors with proposed service modifications.

Budget Impact

No budget impacts.

Background

Ride Plus was recommended as part of Reimagine SamTrans and approved by the Board of Directors in March 2022. In January 2023, the Board approved the initial Ride Plus contract with Transdev. Ride Plus designated two service areas, one in East Palo Alto/Belle Haven and the other in Half Moon Bay/El Granada. Ride Plus launched on June 18, 2023 with a free fare promotion until February 2024. A rider survey was administered by SamTrans and EMC Research in spring 2024.

Prepared By:	Millie Tolleson	Director, Planning	(650) 622-7815
	Kate Christopherson, AICP	Principal Planner, Operations Planning	(650) 622-7877
	Emily Chen	Senior Planner, Operations Planning	(650) 551-6127



Background

March 2022

- Reimagine SamTrans approved

June 2023

- Ride Plus service starts with free fare promotion

Spring 2024

- Ride Plus survey

January 2023

- Ride Plus contract approved

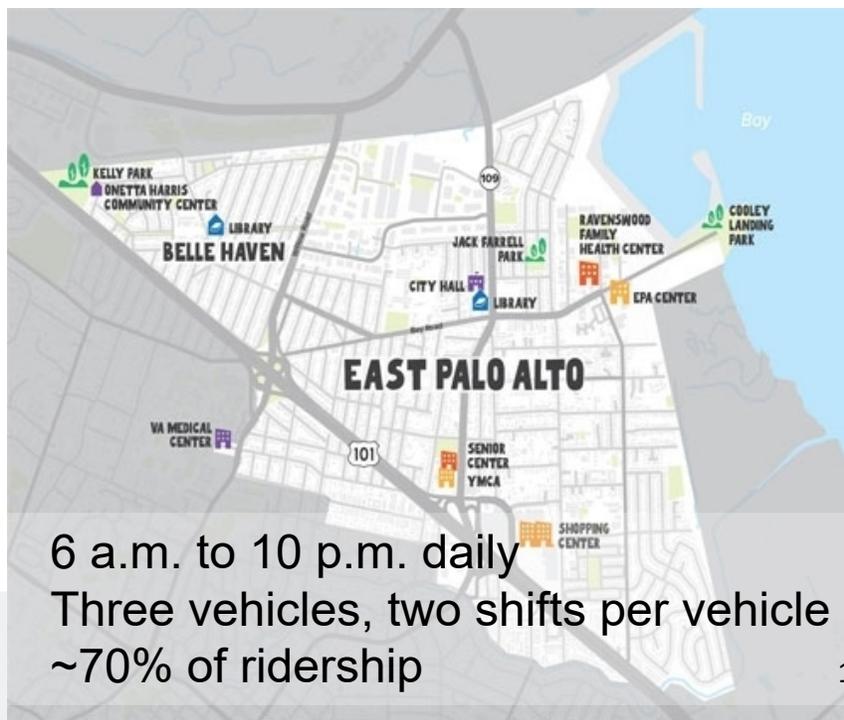
February 2024

- Free fare promotion ends

Spring 2025

- Ride Plus assessment

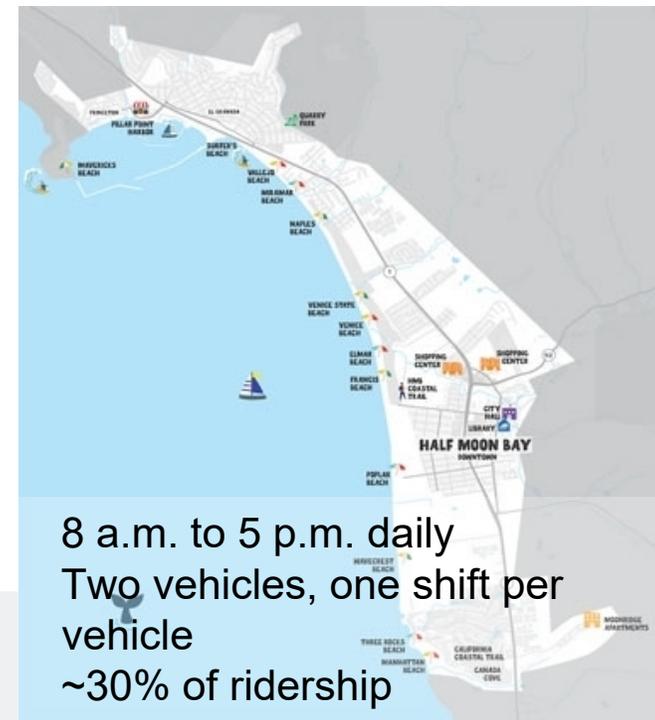
East Palo Alto (pop. 30,000)



6 a.m. to 10 p.m. daily
 Three vehicles, two shifts per vehicle
 ~70% of ridership

188

Half Moon Bay (pop. 11,800)

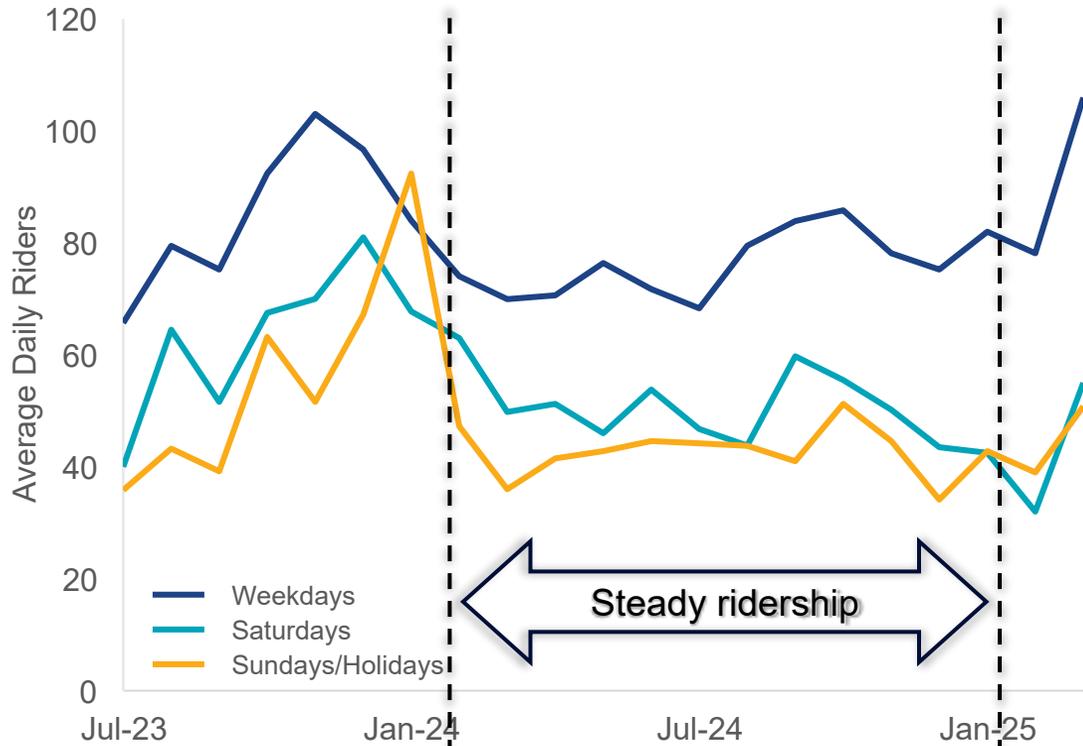


8 a.m. to 5 p.m. daily
 Two vehicles, one shift per vehicle
 ~30% of ridership



East Palo Alto Ridership Trends

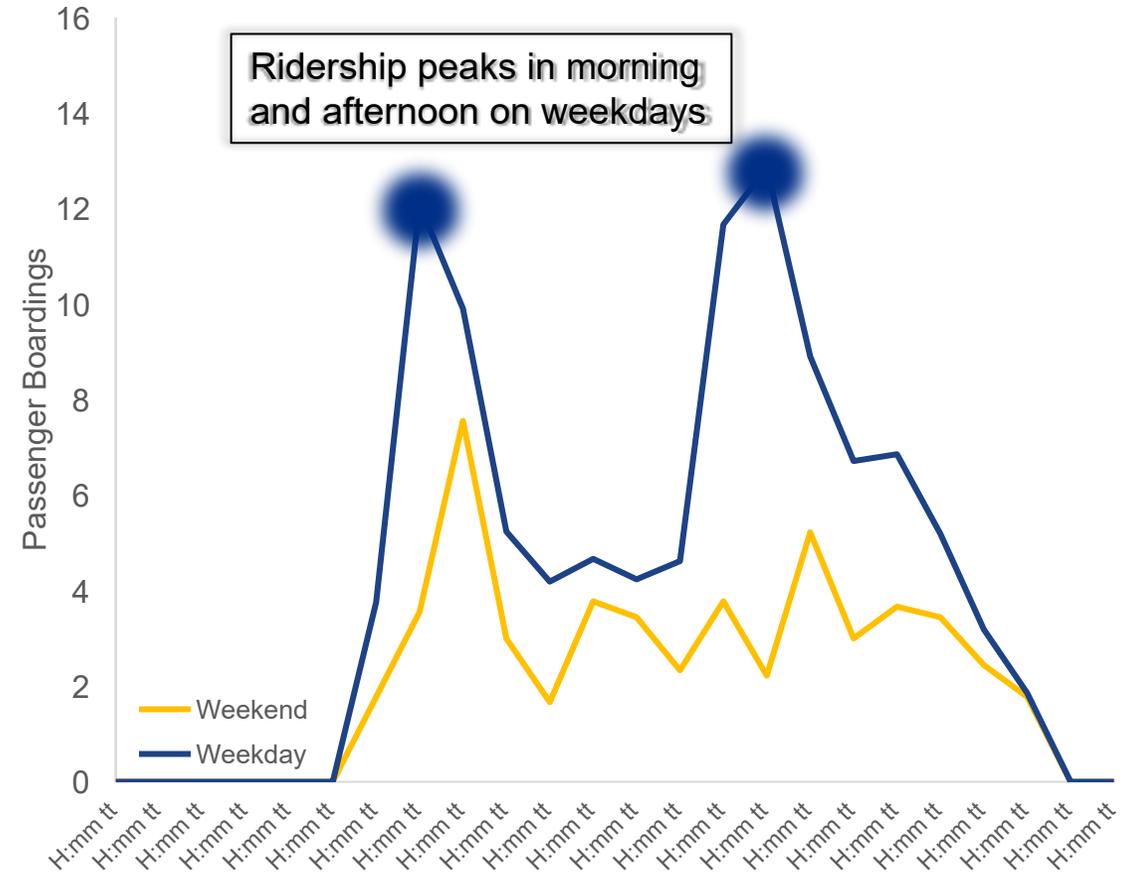
Monthly Ridership



Ridership initially declined once free fare promotion ended

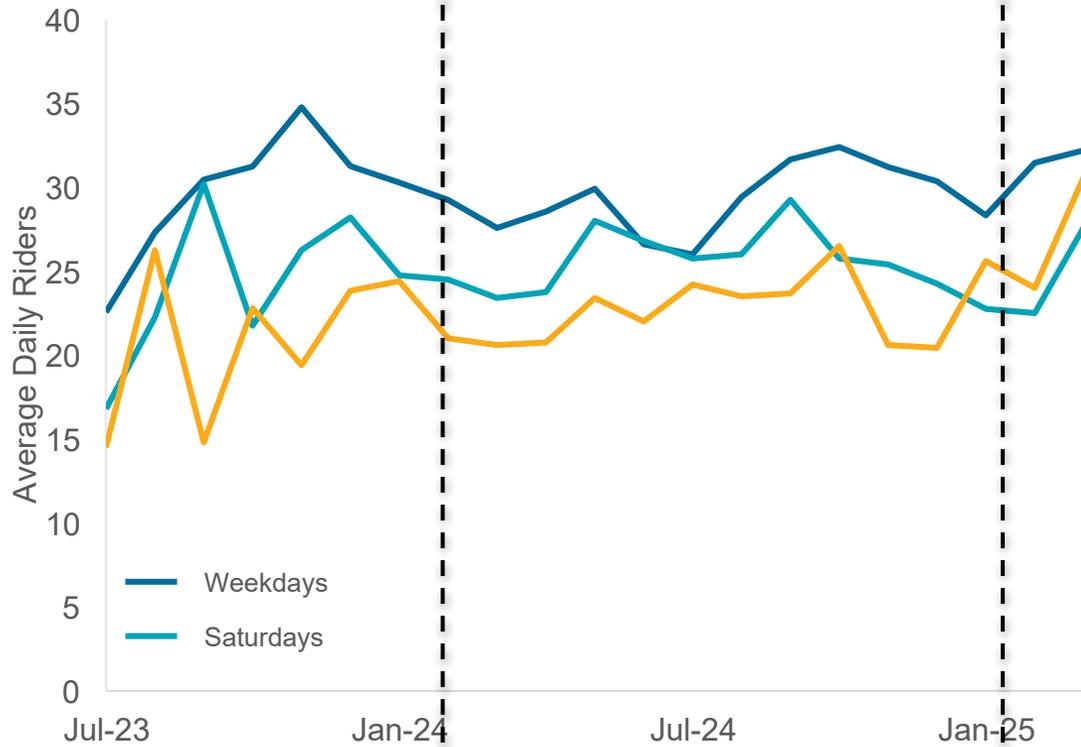
Increasing ridership after marketing push and new app

Hourly Ridership (March 2025)



Half Moon Bay Ridership Trends

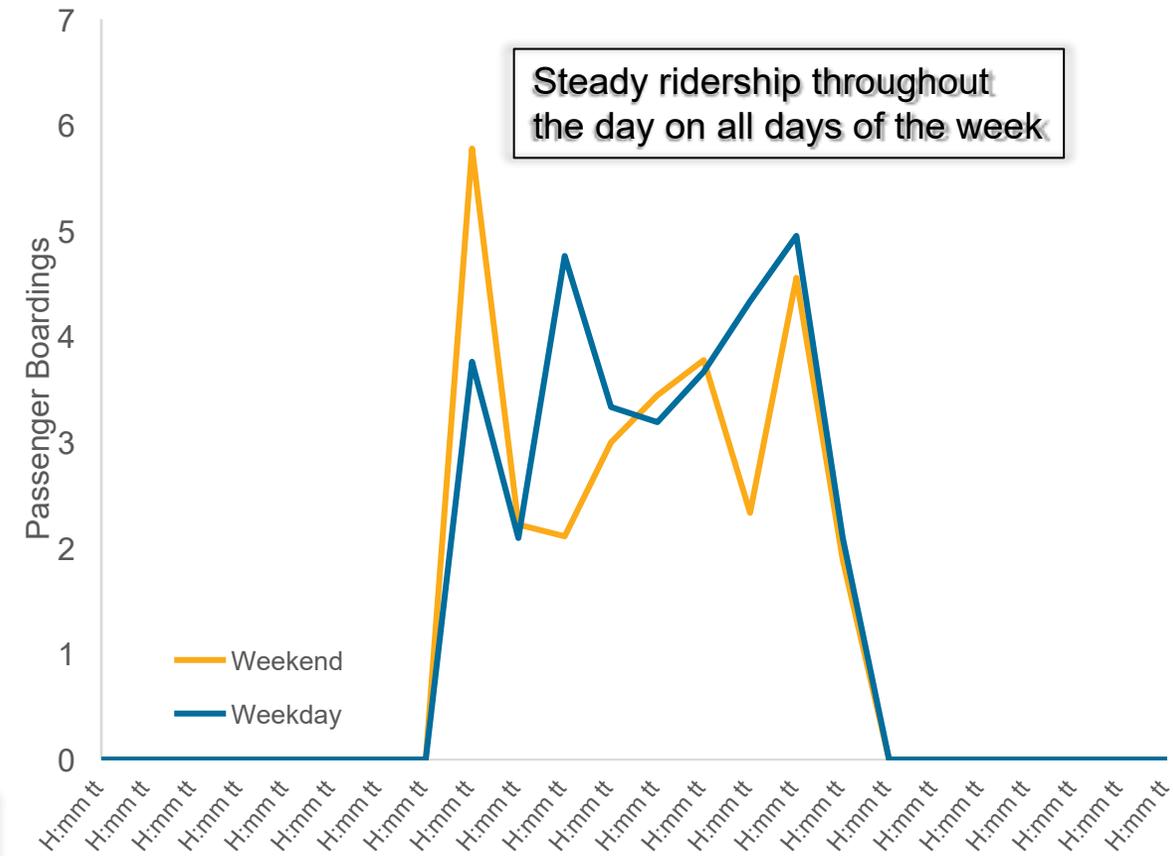
Monthly Ridership



Steady ridership since fare promotion ended

Increasing ridership after marketing push and new app

Hourly Ridership (March 2025)



Steady ridership throughout the day on all days of the week



East Palo Alto Travel Patterns



Ride Plus Origin-Destination Flows

Monthly Passengers

- ↔ 15-29 Monthly Passengers
- ↔ 30-44 Monthly Passengers
- ↔ 45+ Monthly Passengers

— SamTrans All-Day Route
 Ride Plus Service Area

Miles 0 0.25 0.5



- Highest ridership origin-destination pairs:

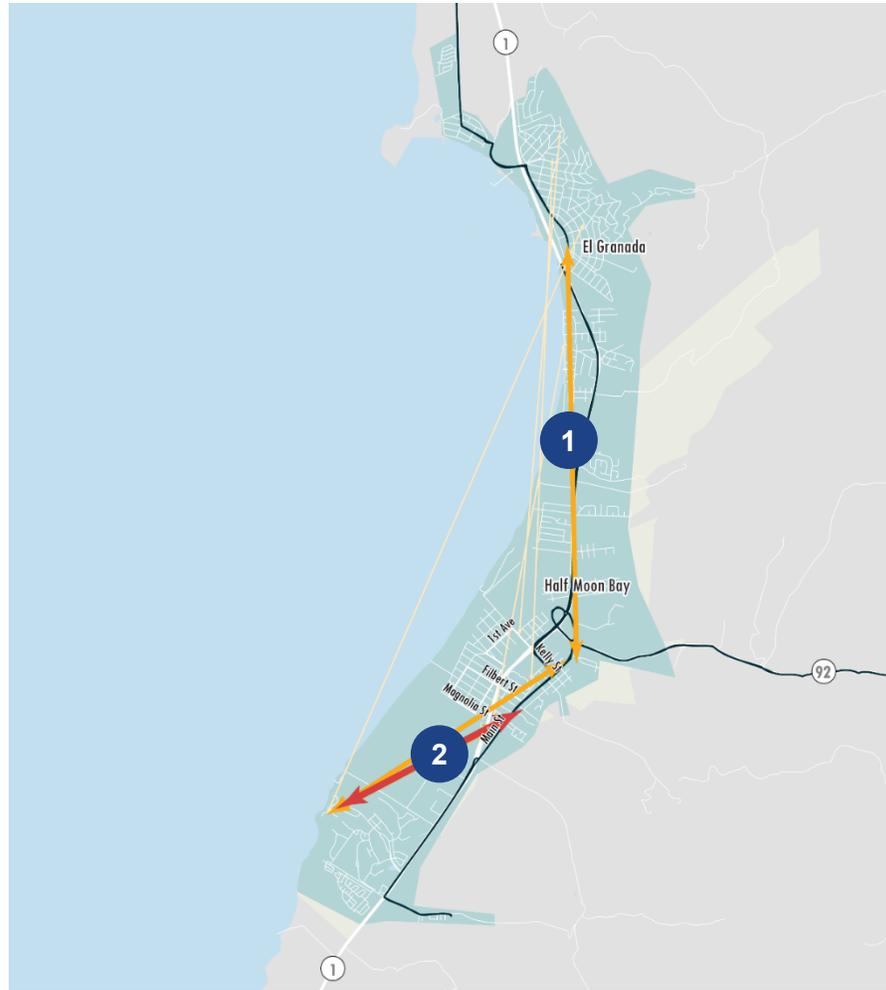
- 1 Silicon Valley Intl School / KIPP Valiant ↔ Boys & Girls Club
- 2 Woodland Ave Apts ↔ Los Robles-Ronald McNair Academy
- 3 Euclid Ave Residential / YMCA ↔ La Scoula Intl School

- Strongest markets:

- Students attending schools not served by SamTrans School-oriented routes
- Cross-freeway trips



Half Moon Bay Travel Patterns



- Highest ridership origin-destination pairs
 - ① Downtown Half Moon Bay ↔ El Granada
 - ② Ritz-Carlton ↔ Downtown Half Moon Bay
- Strongest markets:
 - Consistent, all-day ridership
 - Worker and tourist ridership base

Ride Plus Origin-Destination Flows

Data Source: SamTrans March 2025 Passenger Data

Monthly Passengers

- 15-29 Monthly Passengers
- 30-44 Monthly Passengers
- 45+ Monthly Passengers

- SamTrans All-Day Route
- Ride Plus Service Area

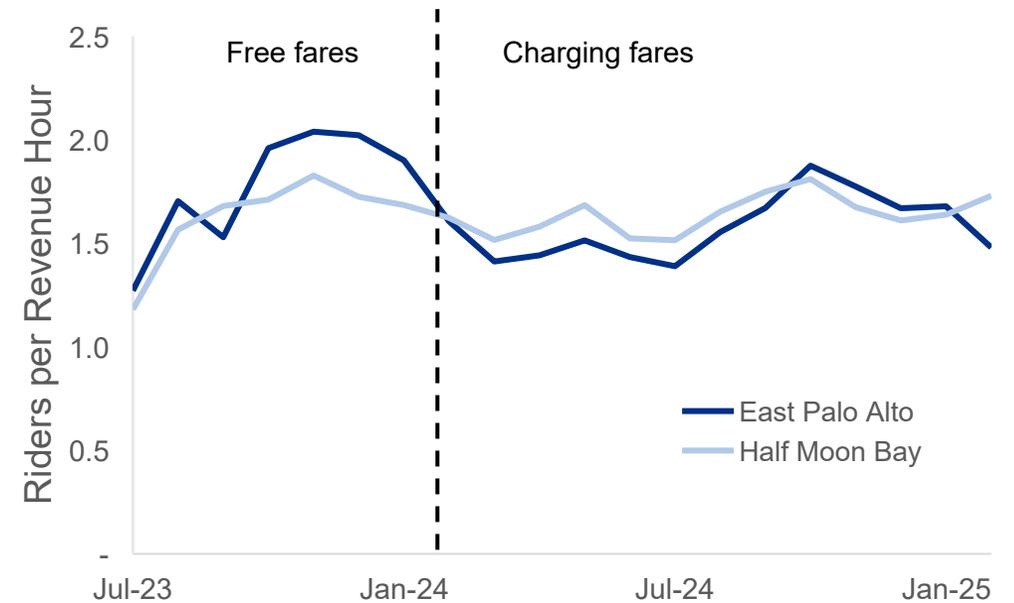
Miles 0 0.6 1.2



System Productivity

- Ride Plus productivity is lower than peer systems*
- Capacity is underutilized many hours of the day
 - Closer to target on some months

Ride Plus (lower than peers)	Target (average peers)	Upper Achievable Limit (rare)
1.5-1.9 riders/hour	2-3 riders/hour	5 riders/hour



*Peer agencies include DART's GoLink, LA Metro's Micro, and Pierce Transit's Runner.

Rider Feedback

88% of riders are satisfied with service and experience.

- Replaced trips formerly made by fixed-route transit, walking, biking, ride-hail services, or solo driving
- Mainly used for shopping, commuting, and recreation
- Support for expanding service hours
- Support for expanding service areas
 - Other areas of Menlo Park
 - Palo Alto Transit Center
 - Moss Beach
 - Montara

*Ride Plus has **changed my life**. I was trapped at home seven days a week. It has opened my world.*
-Ride Plus customer



Evaluation Goals and Criteria



Expand mobility

- Trips made from locations not served by fixed route (high)
- Trips made that connect to fixed route (high)
- Increase in transit trips in the zone with Ride Plus, compared to prior trips on fixed route alone



Ensure high quality service

- Average wait time (<25 min)
- Completed requests (90%+)
- Star rating for trip (high)
- Star rating for app (high)
- Complaints (low)



Provide efficient and sustainable service

- Pooled trips percentage (high)
- Reduced solo vehicle trips



Advance equity

- Demographics of riders & alignment with equity priority communities (high)
- Reduced transportation costs of riders (compared to other modes they were using)





Expand mobility

Ride Plus helped both service areas achieve larger ridership growth than just fixed-route service alone.

Ridership increase between June 2023-March 2025	East Palo Alto	Half Moon Bay
Fixed-route bus systemwide	Systemwide: +25%	
Fixed-route buses only in Ride Plus service areas	+27%	+38%
Fixed-route buses + Ride Plus in Ride Plus service areas	+35%	+58%

Most Ride Plus trips connected to fixed-route service. *However, few Ride Plus trips provided access to areas not served by fixed-route, and nearly half of trips duplicate an existing fixed route trip.*

	East Palo Alto	Half Moon Bay
Ride Plus trips connecting to fixed-route service	54%	46%
<i>Ride Plus trips not served by fixed-route service</i>	<i><1%</i>	<i>5%</i>
<i>Ride Plus trips duplicating fixed-route service</i>	<i>46%</i>	<i>49%</i>





Ensure high quality service

- **Ride Plus is meeting all targets.**
- **Riders are satisfied with their trips and app experience.**
- **Complaints are low and not trending upwards.**

Measure	East Palo Alto	Half Moon Bay
Average wait time	~20 minutes	
Completed requests	>99.9%	91-93%
Trip high star rating	94% (86% 5-star and 7% 4-star)	
App high star rating	85% (59% 5-star and 26% 4-star)	



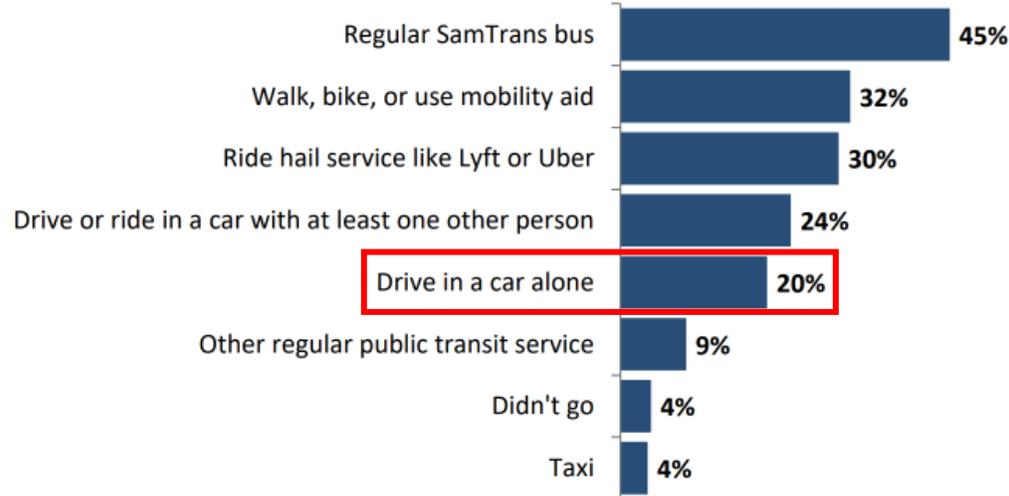


Provide efficient and sustainable service

- Nearly half (40-45%) of trips are shared trips (>1 person in the van at a time).
- 20% of riders report replacing solo vehicle trips with Ride Plus trips.
- 55% of riders did not replace SamTrans fixed-route trips.

Prior to using the Ride Plus service, how did you typically make the trips that you now make with Ride Plus?

(Multiple responses accepted; percentages may not equal 100%)

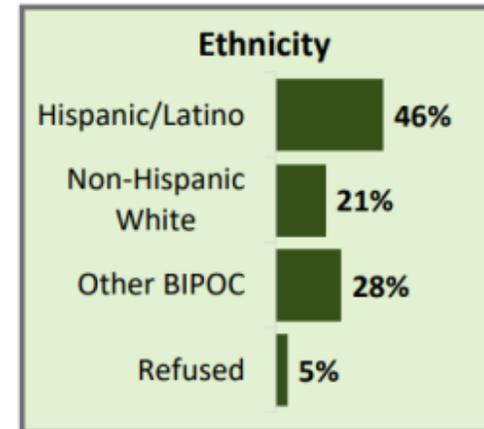




Advance equity

Riders are more likely to be people of color.

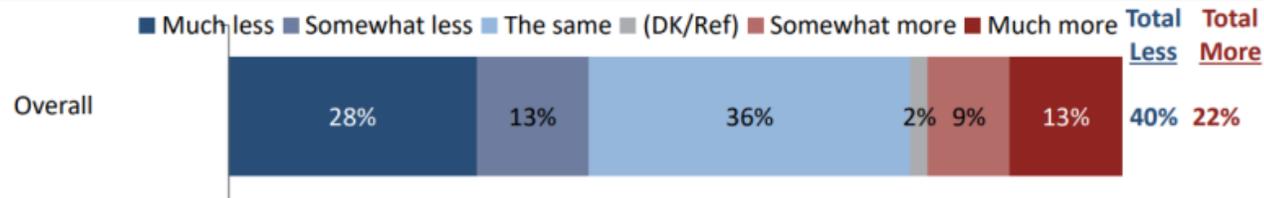
Low-income household usage was hard to determine when large number of riders preferred not to answer.



Riders are saving money with Ride Plus.

40% of riders say they are paying less using Ride Plus compared to trips they made prior to Ride Plus.

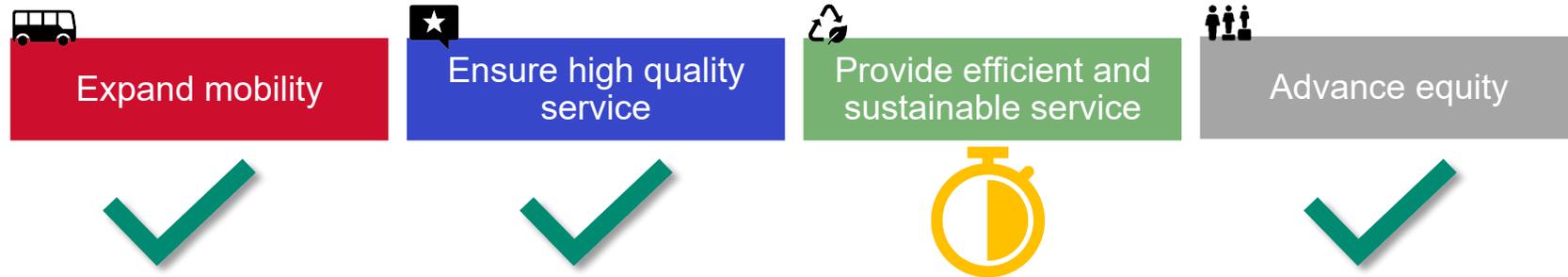
Compared to similar trips you would make prior to using Ride Plus, do you pay more, less, or the same amount when you use Ride Plus?



Key Takeaways

- 88% rider satisfaction 

- Most goals met



- Opportunities to increase ridership and trip pooling 

Opportunities for Service Refinement

- Staff is exploring potential service refinements to increase ridership, boost productivity, and address customer requests:
 - Targeted service area expansions
 - Minor expansions of service hours to meet demand earlier in the day
 - Adjusting use of vehicles throughout the week to better meet demand patterns





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Thank You

Please email christophersonk@samTrans.com with any questions.