

San Mateo County Transit District
San Carlos, California



Annual Comprehensive Financial Report

Fiscal Year Ended June 30, 2025
With Comparative Totals for 2024



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San Mateo County
TRANSIT DISTRICT

San Carlos, California

Annual Comprehensive Financial Report

Fiscal Years Ended June 30, 2025 and 2024

Prepared by the Finance Division

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Introductory

Letter of Transmittal	i
Government Finance Officers Association (GFOA) Certificate of Achievement	xviii
Board of Directors	xix
Executive Management	xx
Organization Chart	xxi
Maps	xxii
Table of Credits	xxiv

Financials

Independent Auditor's Report	1
Management's Discussion and Analysis	5
Statements of Net Position	13
Statements of Revenues, Expenses, and Changes in Net Position	15
Statements of Cash Flows	16
Notes to the Financial Statements	19

Required Supplementary Information

Schedule of Changes in the Net OPEB Liability and Related Ratios	56
Schedule of OPEB Contributions	57
Schedule of Changes in the District's Net Pension Liability and Related Ratios	58
Schedule of District's Pension Contributions	59
Notes to Required Supplementary Information	60

Supplementary Information

Schedule of Revenues, Expenses, Capital Outlay, and Long-Term Debt Payment Comparison of Budget to Actual (Budgetary Basis)	61
Notes to Supplementary Information	62

Statistical Section

Statistical	64
-------------------	----

Financial Trends

Net Position and Change in Net Position	65
---	----

Revenue Capacity

Revenue Base and Revenue Rate	66
Overlapping Revenue	67
Principal Revenue Payers	68

Debt Capacity

Ratio of Outstanding Debts	69
Bonded Debt	70
Direct and Overlapping Debt and Limitations	71
Pledge Revenue Coverage	72

Demographics and Economic Information

Population, Income and Unemployment Rates.....	73
Principal Employers.....	74

Operating Information

Ridership and Fares.....	75
Farebox Recovery and Miles.....	76
Employees (Full-Time Equivalents).....	77
Capital Assets.....	78

Introductory

Letter of Transmittal

GFOA Certificate of Achievement

Board of Directors

Executive Management

Organization Chart

Maps

Table of Credits

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December 19, 2025

**To the Board of Directors of the
San Mateo County Transit District and the Citizens of San Mateo County
San Carlos, California**

**Annual Comprehensive Financial Report
Fiscal Year Ending June 30, 2025 (FY25)**

We are pleased to present the Annual Comprehensive Financial Report (ACFR) of the San Mateo County Transit District (District) for the Fiscal Year ending June 30, 2025 (FY25). This transmittal letter provides a summary of the District's finances, services, achievements, and economic prospects for readers without a technical background in accounting or finance. Readers desiring a more detailed discussion of the District's financial results may refer to the Management's Discussion and Analysis in the Financial Section.

Management assumes sole responsibility for all the information contained in this report, including its presentation and the adequacy of its disclosures. To the best of our knowledge, we believe this report to be complete and reliable in all material respects. To provide a reasonable basis for making this representation, we have established a comprehensive system of internal controls designed to protect the District's assets from loss, identify and record transactions accurately, and compile the information necessary to produce financial statements in conformity with Generally Accepted Accounting Principles (GAAP). Because the cost of internal controls should not exceed the likely benefits, the District's internal control system intends to provide reasonable (but not absolute) assurance that the financial statements are free from material misstatement.

To test the performance of the internal control system, the District contracted for independent auditing services from Eide Bailly LLP, a certified public accounting firm licensed to practice in the State of California. The auditor expressed an opinion that the District's financial statements are fairly stated in all material respects and in compliance with accounting principles generally accepted in the United States of America. This conclusion is the most favorable kind and is commonly known as an "unmodified" or "clean" opinion.

SECTION 1: PROFILE OF THE ORGANIZATION

Basic Information

The District is an independent political subdivision of the State of California, formed by the California State Legislature on August 14, 1974 and approved by San Mateo County voters in the general election that followed. San Mateo County is located on the peninsula south of the City and County of San Francisco, bordered on the west by the Pacific Ocean, on the east by the San Francisco Bay and on the south by the counties of Santa Clara and Santa Cruz.

The overall purpose of the District is to plan, develop, finance, and operate a modern, coordinated system of transportation that meets local mobility demands and promotes sound growth and economic development for the region. The District provides bus transit services throughout San Mateo County, north into downtown San Francisco, and south to Palo Alto in Santa Clara County. The District provides additional transit services including paratransit services along the coast extending south to Pescadero and in the rural areas of the county, and shuttle services contracted on behalf of partner agencies connecting rail stations to employment centers in San Mateo County. The District is a partner in a three-agency joint powers authority that owns and operates Caltrain, a commuter rail service between San Francisco and Silicon Valley. In addition, the District collaborates with other transportation and transit agencies in the San Francisco Bay Area to coordinate transit connections and services. No other organization within San Mateo County has a similar scope of responsibility for public transportation.

History

On January 1, 1975, the District began consolidating 11 separate municipal bus systems in San Mateo County to establish a countywide bus service where none had previously existed. By July 1976, the District had established a viable network of local bus service throughout a 446 square mile service area in the county. In 1977, the District added mainline service between Palo Alto and downtown San Francisco through a contract with Greyhound Lines, Inc. and inaugurated its Redi-Wheels demand response service for the mobility impaired. During its history of operations, the District has provided transportation to special events such as the Democratic National Convention, the Major League Baseball World Series and All-Star Games, the National Football League Super Bowl, World Cup Soccer, and the American Public Transportation Association's Commuter Rail Conference.

Since its inception, the District has fought to preserve the historic passenger rail service along the San Francisco Peninsula and led a successful campaign in the late 1970s to avert an impending decision sought by the Southern Pacific Transportation Company (SP) before state and federal regulatory agencies to discontinue this commuter rail service. In 1980, the California Department of Transportation (Caltrans) negotiated a purchase of service agreement with the SP to continue to operate the commuter rail service under the name "Caltrain" with the State subsidizing half of the costs of the continued commuter rail service and the three local transit agencies in the counties served by the rail service covering the balance of the costs. By the late 1980s, Caltrans advised the local agencies that it would no longer subsidize this regional commute service by the end of the decade and the local agencies would need to determine how they would assume control of the corridor and fund the rail service.

By 1991, the Peninsula Corridor Joint Powers Board (JPB) was formed as a joint powers agency to control and manage the operation of Caltrain by its three member agencies: the City and County of San Francisco (CCSF), the District, and the Santa Clara County Transit District, now called the Santa Clara Valley Transportation Authority (VTA).

The SP right-of-way from San Francisco to San Jose was purchased using a combination of California State grant funds and local monies. The cost of the right-of-way was approximately \$210 million with SP granting a small credit off the price to be applied to the construction of CEMOF. State funding covered \$120 million, and the balance of the purchase price was then allocated amongst the three local agencies as follows: \$10.3 million for San Francisco, \$39.1 million for the District, and \$34.7 million for Santa Clara.

The District arranged to have San Mateo County Transportation Authority pay for the District's share out of 1998 Measure A funds programmed for "Caltrain Improvements." Neither San Francisco nor Santa Clara could meet their financial obligations, and as a result, the District advanced funds from its reserves to pay for its two partners' shares. This action led to execution of the 1991 Real Property Ownership Agreement ("1991 RPOA") to provide an orderly system of management, development and potential disposition of the right of way in light of the District's additional financial contribution on behalf of the District's two partner agencies. Per the 1991 RPOA, the other two agencies are to "use best efforts to reimburse the District with interest at the average rate of return that the District earns on its portfolio and compounded annually.

No payments were made by either San Francisco or Santa Clara for over 17 years. In 2008, the Metropolitan Transportation Commission (MTC) intervened and assisted in the negotiation with the three JPB Partner Agencies on how the two partner agencies would repay the District. As part of the negotiation, the parties agreed to execute an amendment to the 1991 RPOA, known as the 2008 Amendment. Purpose of the 2008 Amendment was to help with the repayment of the funds the District advanced on behalf of San Francisco and Santa Clara over a 10-year term, but most of the interest the District had earned on the advance of the shares for the other two partner agencies was to be forgiven. Because some of the State funds that San Francisco and Santa Clara were relying upon to repay the District were later no longer available several years after the execution of the 2008 Amendment, at the end of the 10-year term, in 2018, approximately \$20 million owed to the District was left unpaid.

The \$20 million still owed to the District was not discussed again until the three Partner Agencies began discussions on the governance of Caltrain around 2021. As part of the approved 2022 Caltrain Governance Memorandum of Understanding (MOU), San Francisco and Santa Clara along with the MTC repaid the District \$35 million, which included the \$20 million previously left unpaid plus another \$15 million to account only partially for the amount of time lapsed from when the District first advanced the funds in 1991 to when the funds due under the MOU were finally remitted to the District in late 2023.

With respect to the District's role in overseeing Caltrain, the District was selected as the Managing Agency for the locally controlled and operated Caltrain passenger service as described in the 1991 Joint Powers Agreement. Amtrak was retained by contract to serve as the JPB's rail operator until May 2012. After that, the contract to operate the rail passenger service was awarded by the JPB Board to Transit America Services Incorporated (TASI) after a competitive procurement process. The 2008 Amendment confirmed that the District is the Managing Agency, and it further designated that the District can hold that role for as long as the District desires it. The District was again confirmed as the Managing Agency in the 2022 Caltrain Governance MOU with some adjustments to the historic relationship by creating an Executive Director position reporting directly to the Caltrain Board and certain specified positions reporting directly to the Executive Director.

Legal Status and Governance

As a special district created by the state legislature with its own enabling legislation, the District is a legally separate and financially independent entity that is unrelated to San Mateo County or any other organization. The District administers all of the activities as well as the managing agency for the following:

1. The JPB which operates Caltrain, the history of which is described above, and
2. The San Mateo County Transportation Authority (TA), which administers the Expenditure Plan funded by a half-cent transportation sales tax approved by San Mateo County voters in 2004 which will continue in effect until January 2034, in addition to 50% of revenues generated by Measure W, a District initiated half-cent sales tax, which was approved by voters in November 2018.

The District also provides partial staffing to the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA), including Finance and Communications support. Other staffing needed by the SMCEL-JPA is provided by City/County of Association of Governments of San Mateo County (C/CAG).

These agencies have their own separate corporate identities and governance, and they are not component units of the District. Therefore, this ACFR and the financial statements contained within report solely on the activities, transactions and status of the District.

The District is governed by a nine-member Board of Directors consisting of two members appointed by the County Board of Supervisors and a public transportation expert appointed by the Board of Supervisors; three city councilmembers appointed by the City Selection Committee; and three members representing the general public, with one being a coastal resident, selected by the six appointed members. The Board meets monthly to set District policy. It has also established a 15-member Citizens Advisory Committee to represent transit users. This committee provides input to the Board on customer needs and helps inform the public about transit programs.

Administration

The District's organization includes all of the divisions described below:

The *Bus Division* is responsible for District fixed-route bus service, paratransit services, micro transit services, shuttle service contracts, and contracted urban bus services (CUB). The division is also responsible for quality assurance, non-revenue and revenue fleet maintenance, infrastructure improvements and construction, facilities maintenance, intelligent transportation systems (ITS), and bus stops, all in full accord with the requirements of the Americans with Disabilities Act (ADA). In its role as the managing agency for Caltrain and the TA, and in providing partial staffing to the Express Lanes JPA, the divisions of the District described below also provide shared services:

The *Communications Division* is responsible for customer service, marketing, advertising, distribution services, public information, media relations, legislative activities, and community outreach.

The *Executive Office* is responsible for providing support to the Board of Directors. This office also includes the Safety and Security, as well as the Board Secretary functions.

The *Finance Division* is responsible for financial accounting and reporting, capital and operating budgeting, payroll and vendor disbursements, investments and cash management, debt management, revenue control, purchasing, contract administration, grant administration, financial planning and analysis, and risk.

The *Division of Innovation and Technology (DoIT)* is tasked with overseeing and managing the District's innovation, information and technology functions. This includes critical areas such as Cybersecurity, Technology Infrastructure, Data Center Management IT Applications and Software, Database Administration, Network Administration, Systems Administration, and IT Project Management Office (PMO and Artificial Intelligence initiatives).

The *People and Culture Division* is responsible for Office of Civil Rights (OCR), Employee and Labor Relations (ER), and Human Resources (HR) Services. OCR consists of Civil Rights and EEO, Diversity, Equity, Inclusion & Belonging (DEIB), Disadvantage and Small Business Enterprise (DBE/SBE) Administration, Contract (Labor) Compliance, and Title VI. ER consists of Employee and Labor Relations, Drugfree and Pull Notice Programs, and Performance Management. Human Resources consists of Total Rewards (Benefits, Employee Services, Leave Management, and HR Systems Application), Talent Management (Class and Comp, Recruitment, Training and Development), HR Policies and Strategies, and HR/Rail Shared Services.

The *Planning and Development Division* is responsible for the operations and strategic planning functions of the District system, as well as for the District's sustainability efforts which extend to Caltrain as well. In addition, the Division also oversees real estate leases and acquisition and disposal of properties for both the District and Caltrain, and transit-oriented development.

The *Transportation Authority Division* is responsible for operations of the TA, which is governed by its own independent Board of Directors, and for implementation and oversight of voter-approved Transportation Expenditure Plans adopted as Measure A in 1988 and renewed in 2004, as well as specified components of the Congestion Relief Plan adopted as part of the District's Measure W in 2018.

Budget

The District implemented its first biennial budget with adoption of operating and capital budgets for FY24 and FY25. Instituting a biennial budget provides the agency with a more stable funding outlook, enabling more effective program and services management. This approach also allows the District to focus on its strategic priorities, increasing access and mobility, reducing congestion, and promoting economic vitality in San Mateo County. The Board of Directors monitors budget-to-actual performance through monthly staff reports. The Financial Section of this report includes a supplemental schedule that compares actual results on a budgetary basis of accounting to the final adopted budgets.

Once adopted, the Board of Directors has the authority to amend the budget. While the legal level of budgetary control is at the entity level, the District maintains stricter control at division, departmental, and line-item levels to serve various needs. Cost center managers monitor budget-to-actual performance on a monthly basis. The Board has delegated the authority to transfer budget amounts between divisions and departments to the General Manager/CEO or their designee. However, any increase to the expenditure budget as a whole requires the approval of the Board. In addition, the District uses the encumbrance system to reduce budget balances by issuing purchase orders to avoid over-commitment of resources.

The District employs the same basis of controls and accounting principles for both budgeted and actual revenues and expenditures. Proceeds from the sale of capital assets, unrealized investment gains and losses, and inter-fund transfers are not included in the budget. Pursuant to procedures established in its enabling legislation, the District establishes an appropriation limit for each annual budget cycle. The appropriation limit for Fiscal Year 2025 was \$308.5 million.

SECTION 2: FINANCIAL OUTLOOK & INITIATIVES***Financial Stability and Strategic Planning***

From 1991 to 2003 the District funded significant amounts of the capital costs associated with the BART extension to San Francisco International Airport (SFO) and Millbrae as well as covered the extension operating cost deficits from 2003 to 2007. The District took on significant debt to do so. In 2007 the District entered into an agreement with BART and the Metropolitan Transportation Commission (MTC) whereby BART assumed responsibility for all future operations and capital costs with certain continuing contributions from the District in the form of diverted annual STA funding to BART and an annual 2% contribution of Measure A funding to BART that continues through 2033. The District continually looks at ways in which to responsibly administer the debt it has assumed. In 2015 issued bonds in the amount of \$250 million, which enabled the District to make payments to conclude the agreement for funding the extension of BART south to San Francisco International Airport (SFO), by refunding multiple prior issuances and restructuring them at lower rates. In March 2025, the District issued the 2025 Series A Bonds to refund the 2015 Bonds. The refunding lowered the District's overall debt service payments by \$13.4 million through 2034. Net present value (NPV) savings was \$11.6 million or 8.46% of the par amount of the refunded bonds. The gross fundings escrow resulted in \$1.47 million in earnings. In connection with the refunding, the District's bond credit rating was affirmed at 'AAA' with 'Stable' outlook by Standard & Poor's.

In November 2018, voters in San Mateo County approved the 30-year Measure W half-cent sales tax that the District initiated with special state legislative authority. Starting in July 2019, the District began administering 50% of the funds received from Measure W, providing a supplemental resource to improve transit services and reduce travel times, and to fund several crucial capital projects, including the transition of the diesel to a zero-emission fleet. Measure W should materially improve the District's financial condition during its term through June 30, 2049. The remaining 50% of Measure W is administered by the TA.

Thanks to funding made available through Measure W, the District completed a Comprehensive Operational Analysis in March 2022, "Reimagine SamTrans," which included adoption of a new fixed-route bus network and associated service plan to be operationalized over the next several years. Implementation of the final network occurred over multiple phases between Summer 2022 and Summer 2024. The full Reimagine SamTrans network was implemented in full as of August 2024, completing a multi-year effort to bring new routes and services to more places, at more times, and with more convenience to transit riders throughout Sam Mateo County.

The District adopted its 10-year Strategic Plan, "Moving San Mateo County", in November 2024, to cover the horizon planning years between 2026 through 2035. This planning effort establishes agency-wide goals, values, and priority initiatives for the next 10 years. More details on the Strategic Plan are provided in the Major Initiatives section below.

Local Economy

The Bay Area continues to recover from the pandemic, with inflation slowing since its 2022 peak. From June 2024 to June 2025, Bay Area inflation was 1.5%, which was slower than the national average of 2.7%. This was largely due to a 3.7% drop in gasoline prices. Economists anticipate potential inflationary impacts from tariffs, though their scope and duration will determine the full extent.

In the first half of calendar year 2025 (CY25), the Bay Area experienced job losses, especially in professional and business services, information technology, and financial activities. Economic growth in the second half of CY25 may be hindered by factors such as Federal Reserve interest rate policies, labor market performance, and challenges in the commercial and residential real estate sectors across San Francisco, San Mateo, and Santa Clara counties.

According to the California Employment Development Department, San Francisco and San Mateo counties lost a combined 6,200 jobs, a 0.5% decline between June 2024 and June 2025. The sectors that were impacted the most were professional services, information technology, and financial activities, but were partially offset by gains in private education, health services, and construction. During this period, the unemployment rate in the San Francisco - San Mateo metropolitan division rose from 3.8% to 4.2%, even as the civilian labor force grew by 0.4% (4,000 people).

The District's transition to zero-emission buses continues to move forward in 2025. The District is continuing its shift to a cleaner, more sustainable bus fleet with the development of a permanent hydrogen fueling station at its North Base facility in South San Francisco. The District Board of Directors approved two contracts with Trillium USA Company, LLC: a \$17.37 million contract for the design, construction and commission of the fueling facility, and up to a \$2.97 million contract for the maintenance service over a potential five-year term. This new permanent station will ensure the District has the infrastructure needed to power a large-scale Fuel Cell Battery Electric Buses (FCEB) fleet efficiently and safely. As of June 2025, there are 17 battery-electric buses (BEB), and 10 FCEBs operating in revenue service. 20 additional BEBs and 1 FCEB will be put into revenue service by the end of calendar year 2025.

The District's total fixed-route ridership continues to recover from the pandemic. The District's bus routes have seen an average weekday ridership growth from the second half of 2024 into the first half of 2025, starting at an average of 28,579 weekday riders in July of 2024, to an average of 31,404 weekday riders in June of 2025. The District's total fixed-route bus ridership recovery in June 2025 reached 95% of the pre-pandemic total bus ridership in June 2019.

Housing affordability in the entire Bay Area remains a constant concern moving forward into the second half of 2025. Concerning the housing market for existing single-family housing, according to the California Association of Realtors the median price for existing single-family detached homes for the state of California in June 2025 was \$899,560, down 0.13% from June 2024. Single-family home prices in all three counties continue to rise year-to-year; as of June 2025, Santa Clara County is leading the percent price increase in the Bay Area with a year-to-year gain of 7.8%, followed by San Francisco County at 3.3%, and San Mateo County at an increase of 1.9%. High interest rates, low inventory and zoning restrictions continue to limit new housing supplies which will limit affordability in the Bay Area.

San Mateo County's population has declined 4.22% since the 10-year peak in 2019 at 774,231 residents, to 741,565 residents in 2024. According to the latest San Mateo County Economic Forecast in 2023 published by Caltrans, the population for San Mateo County is expected to decline until 2031.

San Mateo, San Francisco, and Santa Clara counties per capita personal income continue to outpace the rest of California, seeing consecutive growth in income over the past three years. As per the San Mateo County 2024 annual comprehensive financial report, San Mateo County continues to be held as one of the most affluent regions in California, with the highest per capita income estimated at \$178,013 in 2024, which is a 3% increase from the counties' per capita income of \$172,828 in 2023.

Major Initiatives

The District plans to continue providing coordinated transit services including bus, paratransit, micro transit, and shuttle services. The District has begun the planning phase for a Dumbarton West Connector (also referred to as the Dumbarton Busway Feasibility Study), a proposed transitway and multimodal corridor project. This initiative will analyze the feasibility and viability of developing the underutilized Dumbarton Rail Corridor, spanning between Redwood City Transit Center and along the Peninsula, between East Palo Alto and Redwood City. Work for the Dumbarton West Connector project will launch in earnest in FY26 with funding from Regional Measure 3. The initial Dumbarton Busway Feasibility study will analyze several alternatives and develop preliminary designs for the transit corridor, including potential bicycle and pedestrian connections. Following comprehensive technical analysis and public outreach, the study will recommend a busway or other multimodal design concept to repurpose the corridor for passenger transportation.

In fall 2024, the District successfully concluded significant collective bargaining agreements (CBA) with both the Amalgamated Transit Union (ATU) Local 1574 and the International Brotherhood of Teamsters (IBT) Local 856. The four-year agreement with ATU Local 1574 for bus operators and maintenance personnel provides a 4% wage increase in the first year, followed by 3.5% increases in the second and third years, and another 4% increase in the final year. The three-year agreements with IBT Local 856 represent various supervisory and inspection roles. The latest CBA includes competitive wage increases and targeted equity adjustments. These new contracts, achieved following diligent negotiations, stabilize labor relations and affirm the District's commitment to its valued workforce, ensuring continued reliable transit service for the community while prudently managing the increased personnel costs within the District's fiscal framework for FY25 and beyond.

The District has resumed the Grand Boulevard Initiative (GBI) work in 2024 and took a leadership role in the creation of a true multi-modal El Camino Real corridor, with faster, more reliable bus service as a cornerstone of the available transportation options. The GBI Working Group, led by the District and the TA in partnership with all cities along the corridor, will produce a GBI Action Plan outlining the purpose & need of improvements on El Camino Real in fiscal year 2025, after which the group will begin the Project Initiation Document (PID) phase of the Caltrans project development process.

The District recently completed a Bus Stop Improvement Plan (BSIP) which calls for a major investment in amenities and customer experience improvements at bus stops throughout the District bus network. This plan was approved by the District Board of Directors in May 2024 and will move into implementation, seeking to deliver the first phase of priority bus stop improvements within 3-5 years. District staff have compiled a master listing of improvements along with their corresponding priorities to seven defined criteria. The lifecycle plan will include 330 new shelters, 650 shade structures, and 580 benches across 1800+ bus stop locations. District's "Phase 1" efforts will focus on 225 designated sites which carry the highest priority ratings. Staff have already completed six bench installations (Phase 0) from existing materials within the initial 60 days. The District has since engaged a design firm to prepare detailed plans for the construction of these improvements, as well as to engage internal/external stakeholders. Design plans for the initial group of Bus Stops, designated with the highest BSIP priority ratings, have been completed. Bidding and award of these initial improvements are expected by January 2026. Construction for this initial group of Bus Stops are expected to be completed by July 2026. Subsequent phases will proceed sequentially through June 2029.

The District awarded MV Transportation a five-year contract in early 2024 to operate just under a third of the agency's fixed-route bus service. The contract, which provides Contracted Urban Bus (CUB) Service, runs from the calendar year 2024 to 2029 and restricts expenses during those five years to \$151.2 million. The award of the contract provides the District with an experienced firm responsible for operating, dispatching, managing, and maintaining the District-provided buses for CUB Services in a safe, timely, and professional manner. Additionally, the contractor will provide appropriate vehicle storage and maintenance facilities.

The District plans to design, procure, and construct permanent or semi-permanent operator restrooms. A \$11 million project from FY24 to FY32 for 20-40 sites. Benefits of these plans will include providing the District with the ability to meet operators' need to have a safe, clean facility to use while on the job, support talent acquisition by providing a desired amenity that is properly maintained, achieve parity with other services and departments that provide staff amenities, support overall efficiency of transit operations, and related operational needs. District's "Bus Operator Restrooms Phase 1" efforts are focused on four designated 'pilot sites' which were collaboratively selected by stakeholder departments. The District has since retained a design firm to assess pilot sites and to guide District staff in weighing options which vary across 20-40 locations. Staff/designers have jointly completed site visits and stakeholders have reviewed preliminary plans in August 2024. The District has engaged with property owners to secure easements and Right-of-Way agreements, which are still in ongoing negotiations. Tentative plans for the four pilot sites have design completion set for January 2026, with bidding and contract award in August 2026, and construction finalized by July 2027. The experience gained from these pilot projects will improve the District's efficiency and quality for all future bus operator restroom facilities.

In November 2024, the District adopted a new strategic plan, "Moving San Mateo County," designed to guide major agency decisions through 2035. This plan provides a comprehensive policy framework to shape the District's service priorities, operational strategies, and investments. It also outlines the District's roles as a workplace, an employer and a managing agency for other regional transportation entities, including Caltrain and the TA. The District's strategic goals are: Deliver better mobility services; provide outstanding customer experience; become an employer of choice; lead responsibly; ensure effective management; and exercise collective efforts. The planning process incorporated extensive input from both internal and external stakeholders, including District employees and the broader Peninsula community. Feedback was gathered through interviews, surveys, workshops, listening sessions, and community meetings. The plan also reflects insights from recent District initiatives, including Reimagine SamTrans, the Bus Stop Improvement Program, and multiple passenger surveys. In FY26, staff will begin implementation of the strategic plan, and report progress annually.

In FY25, District staff developed the draft 4-year capital improvement program (CIP) for FY26-29 and supporting 10-year capital program for FY26-35. The CIP established a framework for maintaining assets in a state of good repair, advancing zero-emission goals, and improving customer experience across the District's service area. The FY26-29 CIP recommends \$479 million in capital projects based on available District and external funding. The companion 10-Year Capital Program identifies an unconstrained list of longer-term capital needs totaling nearly \$2 billion through FY35. While adoption of the plan does not commit funds to individual projects, it provides a roadmap for how the District will prioritize and pursue capital investments. Projects were evaluated and ranked through a structured process, emphasizing factors such as operational effectiveness, customer experience, and safety. The resulting program is organized around six key investment areas: State of Good Repair, Zero Emission Bus Transition, Improving Customer Experience, Investing in Our Organization, Enhancing Service, and Striving for Innovation. The FY26-29 CIP and FY26-35 10-year Capital Program were adopted by the District Board of Directors in July 2025. The CIP and 10-year Capital Program will be updated every two years.

The District has committed significant resources to supporting regional transportation options. These include sustainable transportation and interconnectivity over the next several years as local agencies are encouraged to implement Transportation Systems Management plans designed to reduce highway congestion and improve air quality. Continuing a long history of serving San Mateo County residents with mobility impairments, the District will also manage the demand for paratransit services.

As part of the State and Board mandate, the District has been investing in zero-emission bus technology to advance California's climate change and energy policy goals. In late FY22, the District purchased 37 battery electric buses (BEBs) and 10 fuel cell electric buses (FCEBs). Per the California Air Resource Board's (CARB) Innovative Clean Transit (ICT) regulation, The District submitted the District ICT Plan in May 2021. The plan, which was approved by CARB, reflects the District's commitment to accelerate compliance with the State's regulation by replacing its entire fleet with zero-emission technology and providing zero emission transportation in advance of the State's 2040 deadline. An updated ICT Plan was approved by the Board in December 2023 to adjust the types of technology the District will be investing in, as well as the timing, in order to achieve the zero emission goals. In late FY23, the first of (17) battery electric buses entered revenue service. In late FY24, the District issued a contract to purchase 108 FCEBs to replace diesel buses. These buses are anticipated to be delivered between late 2025 and mid-2027, which will make a significant impact towards reducing greenhouse gases in The District's service area.

The District has implemented all phases of "Reimagine SamTrans" providing fixed route bus service changes consistent with the plan's recommendations by Summer of 2024. In 2023, the District launched a micro transit service called "SamTrans Ride Plus" in two areas of San Mateo County. "Reimagine SamTrans" called for increased frequency and off-peak services, new limited stop routes, consolidated routes, and the new micro transit service. More information on "Reimagine SamTrans" can be found at <https://www.samtrans.com/planning/reimaginesamtrans>.

In FY25, the District reached 105% of pre-pandemic bus ridership, demonstrating a strong ridership recovery compared to 2019-2020 ridership.

The District also began work to repair, modify, and/or replace its major facilities. The following work is underway:

1. North Base Bus Transportation Building 200: Field investigations and independent evaluations completed in 2010 and 2019 for North Base's Building 200 and the surrounding area have determined that extensive settlement has occurred and will likely continue. The resulting building assessment recommends the removal and replacement of the existing structure to ensure the safety, functionality, sustainability, durability, and cost-effectiveness for The District's bus operations, employees, and visitors. During the next two years, the District will complete engineering design studies and conduct the procurement process to begin construction of a new building.
2. North Base and South Base: A project is underway to assess the North Base and South Base structures and facilities to develop recommendations to repair, modify, and/or replace the buildings. The project will also fund work by an architectural and engineering firm to conduct a systematic field survey of both the facilities, establish reliable baseline civil data, and develop computer-aided design and drafting (CADD) files to allow effective planning and execution of construction projections.

3. West Base Colma Training Facility: In support of the Innovative Clean Transit (ICT) capital projects taking place at the North Base and South Base, as well as adding bus operator training capacity to support Reimagine, the District invested \$550K to establish a new temporary training facility at the Colma-BART Park-n-Ride lot. The temporary trailers provide additional training capacity that enabled the District to execute monthly classes that included classroom instruction and behind-the-wheel training.
4. The District's Adaptation and Resilience Plan identifies the District's vulnerability to sea level rise, floods, and heat-related climate change impacts. It also provides potential action alternatives to improve resilience — a particular concern for the North Base and South Base operations and maintenance facilities, which are located adjacent to the San Francisco Bay. In the next two years the District will develop design plans and coordinate with neighboring partners to initiate the required environmental clearance process for the associated project(s).
5. District Headquarters Building (San Carlos): The District headquarters building was constructed in the mid-1970s to serve as the headquarters of Eureka Federal Savings and Loan. The District purchased the current facility in May 1990. Since the early 2000s, the District has been addressing the efficiency and functionality of the headquarters building. In 2019 the Board began to seriously evaluate options for the potential rehabilitation or reconstruction of the building on its current site. More recently, based on current real estate market dynamics, a third option, to acquire an office building in San Mateo County, became more feasible. In August 2023 the Board directed staff to pursue the acquisition of a new headquarters building in the County, subject to certain parameters. In December 2023 the Board authorized the General Manager to enter into a lease-to-purchase agreement for an approximately 180,000-square-foot office building located at the Gateway at Millbrae Station, adjacent to a transit center serving the District, Caltrain, BART, and commuter shuttles. Gateway at Millbrae Station is part of a transit-oriented development constructed by Republic Urban Properties in conjunction with The Core Companies, on a ground lease from BART.

The Division of Innovation and Technology has established three fundamental focus areas, each indispensable to technology metamorphosis:

1. Technology Modernization: Embracing cutting-edge technologies and leveraging cloud-based solutions, it will fortify our technology infrastructure, ensuring its agility, robustness, and adaptability for the challenges ahead. A few major initiatives include implementing a new Enterprise Asset Management, Enterprise Resource Planning modernization and Enterprise Performance Management systems and Enterprise Content Management Systems. Several existing Transportation Applications like Computer Aided Dispatch, Automatic Vehicle Location, and scheduling systems are also being upgraded to take advantage of new features and functionalities.

2. **Cybersecurity Program:** Recognizing the sanctity of our organization's data and assets, IT will implement comprehensive security measures, including advanced threat detection, security audits, and employee awareness training, to reinforce our cybersecurity defenses.
3. **Data-Driven Decision Making:** Utilizing data analytics and insights, Data and Analytics programs will be implemented that will allow strategic decision making that will propel our organization towards a brighter future, fostering a culture of unceasing growth and improvement.

Each of these focus areas has objectives and priorities assigned to actionable projects over the next 3 to 5 years.

Motor Bus Operations

The District designs its bus services to meet the needs of San Mateo County residents, workers, and visitors. Bus service is offered throughout San Mateo County and into select areas of San Francisco and Santa Clara counties. Many bus routes make connections to Caltrain, BART, and the SFO. Each bus has a bicycle rack, allowing for multimodal use. Starting in 2019, all fixed route buses provide on board Wi-Fi, and new buses will arrive with USB charging stations. The District provides transportation services from early morning until just past midnight. Fixed-route bus ridership peaked in San Mateo County at 20.9 million in 1982 but later declined to 12.4 million in 2013.

The implementation of the District Service Plan, adopted in May that same year, resulted in an initial increase in ridership, which grew 3.0% in FY14 and another 2.9% in FY15. However, ridership declined again by 2.7% in FY16, and the decline persisted through FY19. The District started to see an increase in ridership beginning in August 2019 with the launch of its new Foster City-San Francisco Commuter Express Bus service (Route FCX). The COVID-19 pandemic had a significant negative impact on ridership. Over the past four years, the District ridership has continued to recover, reaching 10.75 million trips in FY25, which is 97.9% of the 10.99 million trips during the 12 months prior to COVID-19 and compares to 4.5 million trips in FY21.

Paratransit Services

The District provides accessible transportation services throughout San Mateo County with fixed-route, Redi-Wheels, and RediCoast services. The entire fleet of fixed-route buses is equipped with wheelchair ramps and a kneeling feature. Redi-Wheels and RediCoast members and their Personal Care Attendants are allowed to ride all fixed-route The District buses for free at all times. For persons with disabilities who cannot use fixed-route buses, the District provides Redi-Wheels and RediCoast as alternatives. The COVID-19 pandemic had significant ridership implications for the paratransit riders and ridership recovered to 69% of FY19 (pre-COVID-19) levels in FY25.

District's Role as a Managing Agency: Caltrain

Also as discussed above, the District has served as the managing agency of Caltrain since 1991. The District continues to provide shared services staff to support the operation of the commuter rail service on the 77-mile corridor between San Francisco and Gilroy. In September 2024, Caltrain completed a \$2.44 billion dollar Peninsula Corridor Electrification Project (PCEP), which includes the installation of electric infrastructure and the procurement of new, high-performance zero emission trains. The new electrified Caltrain service is expected to increase the ridership capacity of the system, decrease travel times, and enhance the overall customer experience. Electrified Caltrain mainline service began in September 2024. In August 2022, a Caltrain Governance Memorandum of Understanding (MOU) was signed between the Caltrain Board of Directors, VTA, the District, and the CCSF. The MOU affirmed that the District would remain the Managing Agency for Caltrain for so long as it desired this role, with some modifications laid out in the MOU. It also required the repayment of the outstanding balance of funds still owed to the District by MTC, CCSF, and VTA as a result of the compromise repayment schedule established in the 2008 Amendment to the Real Property Ownership Agreement for funds the District put forth to purchase and preserve the Peninsula rail corridor. Furthermore, the parties to the MOU agreed to establish a new Caltrain Executive Director position that reports to the JPB Board of Directors, and to have certain functions within the Rail Division report directly to the Caltrain Executive Director.

These functions include Rail Operations and Maintenance, Rail Planning, Rail Contracts and Budgets, Rail Development, and Peninsula Corridor Electrification Program. The Caltrain Governance MOU also provided that upon repayment of the District's initial investment in the Caltrain Right of Way in the amount of \$35 million, the District is required to reconvey its tenancy in common interest in the Right of Way to the JPB. The repayment was completed in FY24, and the District is completing the reconveyance to the JPB.

District staff produce a separate ACFR for the JPB, which can be viewed online:

<https://www.caltrain.com/about-caltrain/statistics-reports/annual-comprehensive-financial-reports>.

District's Role as a Managing Agency: San Mateo County Transportation Authority (TA)

The District also provides staff and administrative support for the TA, which programs and appropriates funds from two half-cent county sales taxes, Measure A and Measure W. The voters first authorized Measure A in 1988 and then approved its reauthorization in November 2004. The current Measure A runs through December 2033.

The TA programs allocate sales tax revenues to designated project sponsors that are responsible for delivering a broad spectrum of transportation projects and programs pursuant to a Transportation Expenditure Plan (TEP). The TEP includes these six program categories: Transit, Highways, Local Streets/Transportation, Grade Separations, Pedestrian and Bicycle, and Alternative Congestion Relief Programs. The TA is also a member of the SMCEL-JPA formed to own, manage, operate, and maintain Express Lanes along the US101 corridor in San Mateo County. The District and its JPA partner, the C/CAG both provide staff and administrative support for the SMCEL-JPA.

In November 2018, San Mateo County voters approved Measure W, a sales tax measure that provides an additional half-cent sales tax for 30 years to fund countywide transportation and traffic congestion solutions in San Mateo County. The District imposes the tax and administers the investments in the County Public Transportation Systems Program Category in the associated Measure W Congestion Relief Plan, which represents 50% of the proceeds.

Pursuant to Measure W, the District has designated the TA to administer the remaining 50% of Measure W sales tax proceeds in the following five categories:

1. Countywide Highway Congestion Improvements
2. Local Safety, Pothole and Congestion Relief Improvements
3. Grade Separations
4. Bicycle and Pedestrian Improvements
5. Regional Transit Connections

The TA is a co-sponsor of the San Mateo County 101 Express Lane Project and a member of the SMCEL-JPA formed to own, manage, operate, and maintain Express Lanes along the 101 Highway corridor in San Mateo. The District and its JPA partner, the C/CAG both provide staff and administrative support for the SMCEL-JPA.

In total, the TA programs and appropriates funds for a combined $\frac{3}{4}$ -cent sales tax, including $\frac{1}{2}$ -cent from the sales tax measure reauthorized in 2004, and $\frac{1}{4}$ -cent from the Measure W sales tax enacted in 2018.

District staff produce a separate ACFR for the Transportation Authority, which can be viewed online:

<https://www.smcta.com/resources/finance/annual-comprehensive-financial-reports>.

ACKNOWLEDGMENTS AND AWARDS

The District staff brings an effective combination of skill, experience, and dedication in carrying out the District's mission. Together, they plan, develop, and finance the creation of a modern, coordinated multimodal transportation system offering convenient access to the many attributes of the Bay Area and beyond.

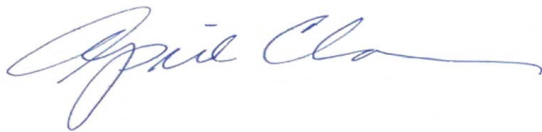
In fall 2024, the District was honored with the Outstanding Public Transportation System Achievement Award from the American Public Transportation Association (APTA). This prestigious award recognizes The District for its superior achievement in efficiency and effectiveness. The accolade underscores our commitment to providing safe, reliable, and innovative transportation services to the communities of San Mateo County.

The Government Finance Officers Association (GFOA) recognized the District's FY24 Annual Comprehensive Financial Report for excellence in financial reporting and the Certificate of Achievement appears immediately following this transmittal letter. To be awarded a certificate, a report must be easy to read and efficiently organized, while satisfying both generally accepted accounting principles and applicable legal requirements. We believe our Fiscal Year 2025 ACFR also meets the requirements for a Certificate of Achievement, and we will submit it to the GFOA for evaluation. We would like to thank our independent audit firm, Eide Bailly LLP, for its timely and expert guidance in this matter.

An ACFR requires the dedicated effort of many individuals working together as a team. We extend our grateful recognition to all the individuals who assisted in both the preparation of this report and the processing of financial transactions throughout the Fiscal Year.

Finally, we wish to thank the Board of Directors for their interest and support in the development of a reliable financial management and reporting system.

Respectfully,



April Chan
General Manager/CEO



Kate Jordan Steiner
Chief Financial Officer



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**San Mateo County Transit District
California**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2024

Christopher P. Morill

Executive Director/CEO

JEFF GEE, Chair

MARIE CHUANG, Vice Chair

DAVID J. CANEPA

BROOKS ESSER

MARINA FRASER

RICO E. MEDINA

JOSH POWELL

PETER RATTO

JACKIE SPEIER

GENERAL MANAGER/CEO

April Chan

DEPUTY GENERAL MANAGER/CEO

David Santoro

EXECUTIVE OFFICERS

Emily Beach - Chief Communications Officer

Nate Kramer - Chief People & Culture Officer

Mehul Kumar - Chief Information & Technology Officer

Josh Mello - Executive Officer, Planning & Development

David Olmeda - Chief Operating Officer, Bus

Margaret Tseng - Executive Officer, District Secretary

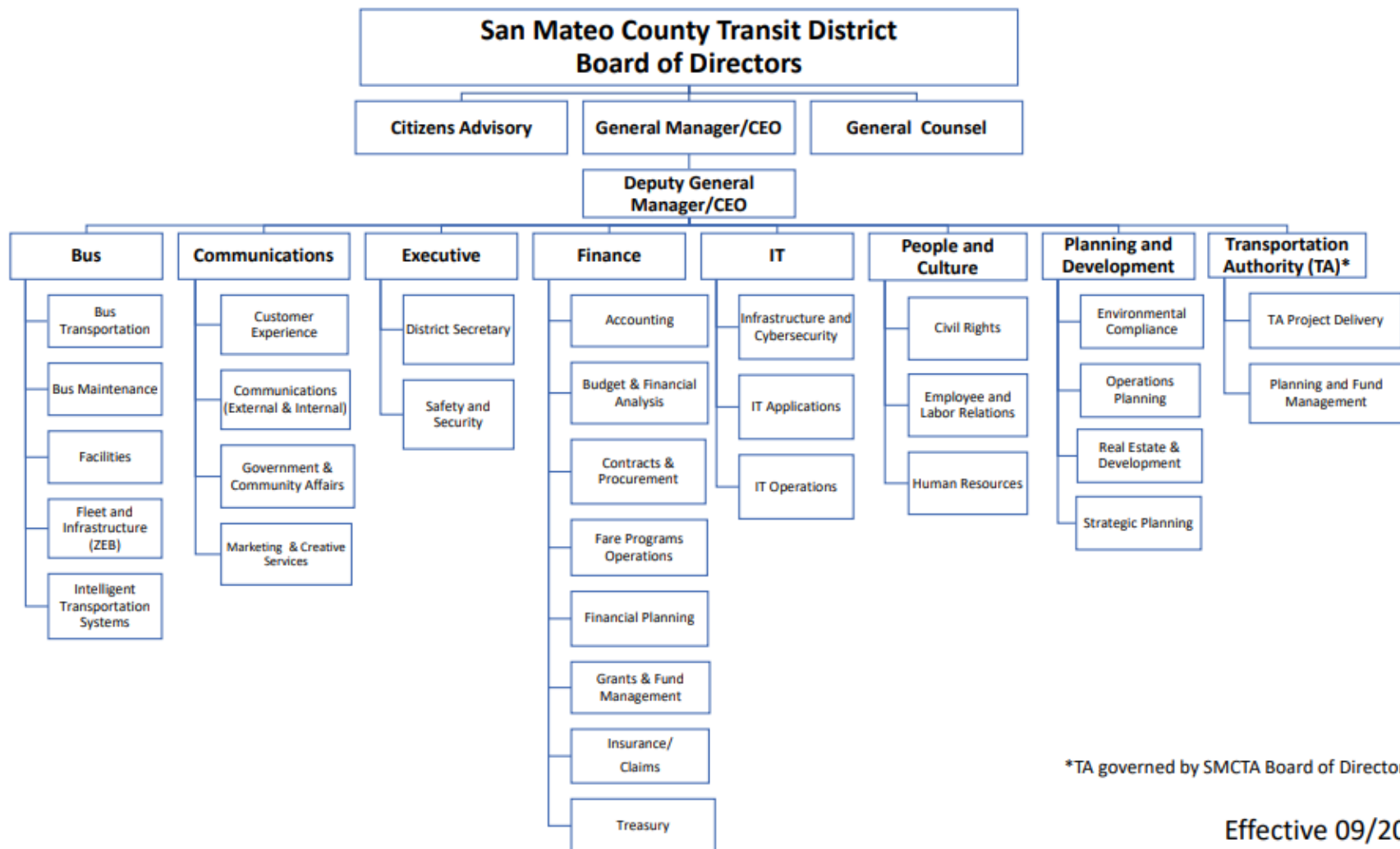
Peter Skinner - Executive Officer, Transportation Authority

Kate Jordan Steiner - Chief Financial Officer

GENERAL COUNSEL

Hanson Bridgett LLP

Joan Cassman, Esq.



SAN MATEO COUNTY, CALIFORNIA





The following individuals contributed to the production of the Fiscal Year 2025 Annual Comprehensive Financial Report:

Finance

Chief Financial Officer	Kate Jordan Steiner
Director, Accounting	Annie To
Manager, Accounting	Kyle Huie
Manager, Treasury Debt & Investment	Adela Alicic

Audit Firm

Partner	Ahmad Gharaibeh, CPA
Senior Manager	Joe Escobar, CPA, CGFM

Financial

Independent Auditor's Report

Management's Discussion and Analysis

Basic Financial Statements:

- Statement of Net Position
- Statement of Revenue, Expenses, and Changes in Net Position
- Statement of Cash Flows
- Notes to the Financial Statements

Required Supplementary Information

- Schedule of Changes in Net OPEB Liability and Related Ratios
- Schedule of OPEB Contributions
- Schedule of Changes in Net Pension Liability and Related Ratios
- Schedule of Pension Contributions

Supplementary Information

- Schedule of Revenues, Expenses, Capital Outlay and Long-Term Debt Payment Comparison of Budget to Actual (Budgetary Basis)

Notes to Supplementary Information

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Independent Auditor's Report

To the Board of Directors of the
San Mateo County Transit District
San Carlos, California

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities of the San Mateo County Transit District (District) as of and for the years ended June 30, 2025 and June 30, 2024, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the District, as of June 30, 2025 and June 30, 2024, and the respective changes in financial position and its cash flows for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, schedule of changes in net OPEB liability and related ratios, schedule of OPEB contributions, schedule of changes in the net pension liability and related ratios and the schedule of pension contributions be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the District's basic financial statements. The budgetary comparison schedule is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the budgetary comparison schedule is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections, as listed in the table of contents, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 19, 2025 on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

A handwritten signature in black ink that reads "Eide Bailly LLP". The signature is written in a cursive, flowing style.

Menlo Park, California
December 19, 2025

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Management's Discussion and Analysis
June 30, 2025

San Mateo County Transit District

Management's Discussion and Analysis

This discussion and analysis of the San Mateo County Transit District's (District) financial performance provides an overview of the District's activities for Fiscal Years ended June 30, 2025 and June 30, 2024, with comparisons to the prior two Fiscal Years. We encourage readers to consider the information presented here in conjunction with the transmittal letter contained in the Introductory Section and with the statements and related notes contained in the Financial Section.

Financial Highlights

- On June 30, 2025, the assets and deferred outflows of resources of the District exceeded its liabilities and deferred inflows of resources by \$632.9 million (*net position*). Of this amount, a surplus net position of \$411.9 million represents the unrestricted net position. On June 30, 2024, the assets and deferred outflows of resources of the District exceeded its liabilities and deferred inflows of resources by \$567.1 million. Of this amount, a surplus net position of \$366.7 million represents the unrestricted net position.
- The District's total net position increased by \$65.8 million in Fiscal Year 2025 and increased by \$110.5 million in Fiscal Year 2024. The increase in Fiscal Year 2025 was mainly due to the operating assistance (including transaction and use tax) exceeding the operating expenses, depreciation, and amortization by \$4.4 million, \$19.2 million in capital contributions, and higher investment income of \$35.4 million. The increase in Fiscal Year 2024 was mainly due to the operating assistance (including transaction and use tax) exceeding the operating expenses, depreciation, and amortization by \$35.3 million, \$24.0 million in capital contributions, and investment income of \$26.6 million.

Overview of the Financial Statements

The Financial Section of this report presents the District's financial statements as two components: basic financial statements and notes to the financial statements. It also includes other supplemental information in addition to the basic financial statements intended to furnish additional detail to support the basic financial statements themselves.

Basic Financial Statements

The *Statement of Net Position* presents information about assets, deferred outflows and liabilities and deferred inflows with the difference between the four reported as *net position*. The change in net position over time is an indicator of whether the financial position of the District is improving or deteriorating.

The *Statement of Revenues, Expenses and Changes in Net Position* reports how net position has changed during the year and presents a comparison between operating revenues and operating expenses. Operating revenues and expenses are related to the District's principal business of providing bus transit services. Operating expenses include the cost of direct services to passengers, administrative expenses, contracted services, and depreciation on capital assets. All other revenues and expenses not included in these categories are reported as nonoperating.

The *Statement of Cash Flows* reports inflows and outflows of cash and is classified into four major components:

- *Cash flows from operating activities* which includes transactions and events reported as components of operating income in the statement of revenues, expenses, and changes in net position.
- *Cash flows from non-capital financing activities* which includes operating grant proceeds as well as operating subsidy payments from third parties and other nonoperating items.
- *Cash flows from capital and related financing activities* which arise from the borrowing and repayment (principal and interest) of capital-related debt, the acquisition and construction of capital assets and the proceeds of capital grants and contributions.
- *Cash flows from investing activities* which includes the proceeds from the sale of investments and receipt of interest. Outflows in this category include the purchase of investments.

Notes to the Financial Statements

Various notes provide additional information that is essential to a full understanding of the information provided in the basic financial statements and are found immediately following the financial statements to which they refer.

Other Information

This report also presents certain required supplementary information in accordance with the requirements of generally accepted accounting principles providing information about the status of the District's pension liability for its public employee retirement system and information about its other post-employment benefits unfunded liability. Additional supplementary information and associated notes concerning compliance with the District's annual budget appear immediately following the required supplementary information.

Analysis of Basic Financial Statements

In Fiscal Year 2025, total assets and deferred outflows were \$1,043.2 million, an increase of \$50.5 million or 5.1% compared to June 30, 2024. In Fiscal Year 2024, total assets and deferred outflows were \$992.7 million, an increase of \$100.1 million or 11.2% compared to June 30, 2023. Total current assets increased by \$30.0 million or 6.5% to \$488.2 million on June 30, 2025, from \$458.2 million on June 30, 2024, and increased by \$5.0 million or 1.1% on June 30, 2024, compared to June 30, 2023. Capital assets net of accumulated depreciation and amortization increased by \$19.1 million or 10.9% to \$194.2 million on June 30, 2025, compared to 2024 and increased by \$21.5 million or 14.0% in 2024 compared to 2023. Land, buses, and related equipment and building and related improvements comprise most of the District's capital assets.

San Mateo County Transit District
Management's Discussion and Analysis
June 30, 2025 and June 30, 2024

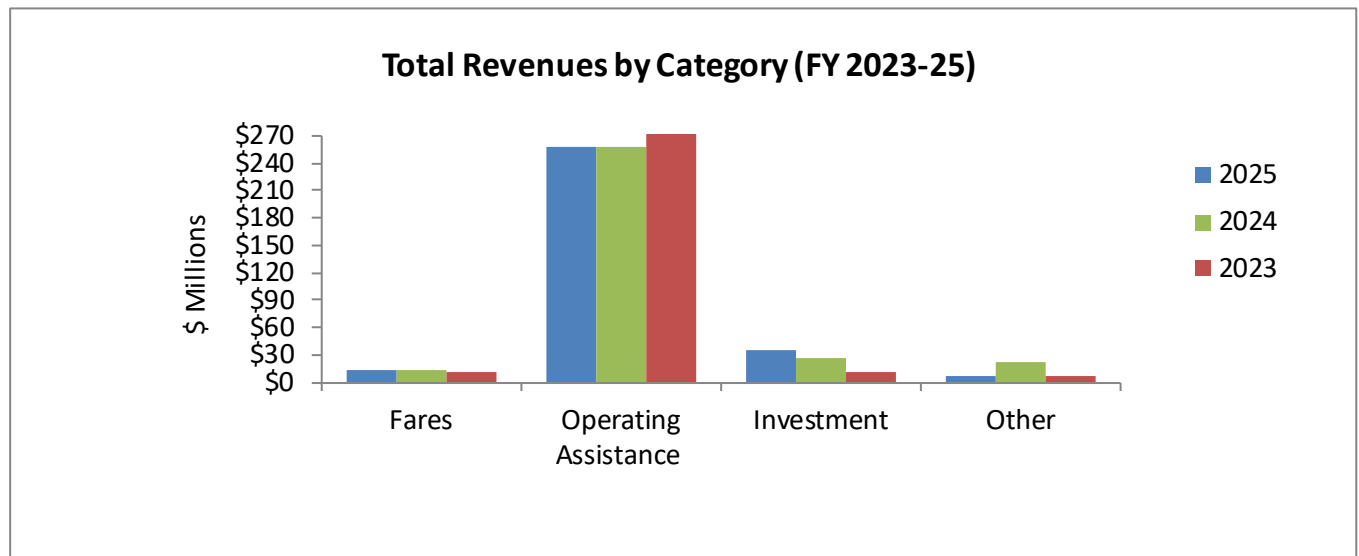
	2025	2024	2023
Assets			
Current assets	\$ 488,161	\$ 458,187	\$ 453,143
Capital assets, net of depreciation and amortization	194,162	175,065	153,562
Other noncurrent assets	322,404	306,679	229,373
Total Assets	1,004,727	939,931	836,078
Deferred Outflows of Resources	38,435	52,805	56,584
Liabilities			
Current liabilities	82,476	76,608	66,264
Long-term debt	123,808	145,322	159,621
Other noncurrent liabilities	120,961	119,975	125,930
Total Liabilities	327,245	341,905	351,815
Deferred Inflows of Resources	82,981	83,713	84,181
Net Position			
Net investment in capital assets	192,809	173,842	151,793
Restricted	28,256	26,602	26,601
Unrestricted	411,871	366,674	278,272
Total Net Position	\$ 632,936	\$ 567,118	\$ 456,666

In Fiscal Year 2025, total liabilities and deferred inflows of resources were \$410.2 million, a decrease of \$15.4 million or 3.6% compared to Fiscal Year 2024. In Fiscal Year 2024, total liabilities and deferred inflows of resources were \$425.6 million, a decrease of \$10.4 million or 2.4% compared to 2023. The decrease for 2025 was primarily due to decreases of \$21.5 million in Long-term debt, less current portion, \$7.5 million in Net Other Post-Employment Benefits (OPEB) liability, and \$5.4 million Net pension liability, partially offset by increases in Accounts payable, Self-insurance liabilities, and Compensated absences. The decrease for 2024 was mostly due to decreases of \$3.4 million in other noncurrent liabilities, \$9.3 million in Net Other Post-Employment Benefits (OPEB) liability, and \$1.9 million in Deferred inflows related to pension, partially offset by increases in Accounts payable, accrued expenses and Deferred inflows related to OPEB.

- On June 30, 2025, net position was \$632.9 million, an increase of \$65.8 million or 11.6% compared to \$567.1 million on June 30, 2024. On June 30, 2024, net position was \$110.5 million or 24.2% higher than June 30, 2023. The net investment in capital assets was \$192.8 million on June 30, 2025. Total restricted net position on June 30, 2025 was \$28.3 million. The remaining \$411.9 million of total net position on June 30, 2025, was unrestricted net position. The District reported a positive unrestricted net position, mainly due to the operating assistance (including transaction and use tax) exceeding the operating expenses, depreciation and amortization by \$4.4 million, \$19.2 million in capital contributions, and higher investment income of \$35.4 million.

Revenue Highlights

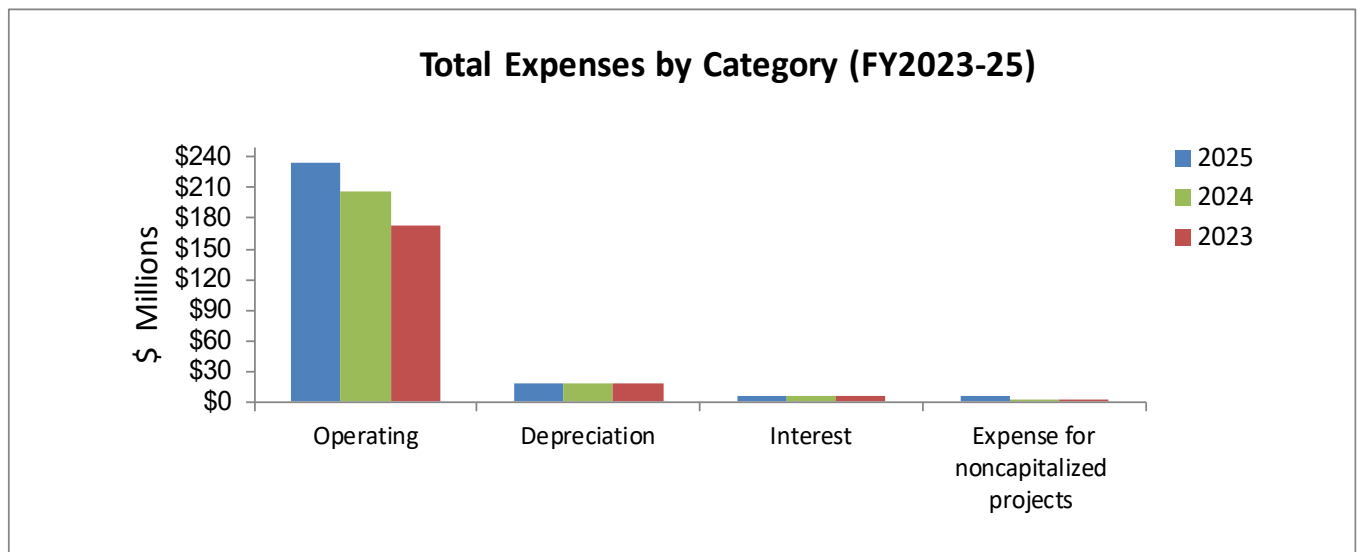
Operating revenues generated from passenger fares of \$13.1 million increased by \$0.4 million or 3.2% during Fiscal Year 2025 compared to Fiscal Year 2024 and increased by \$1.5 million or 13.3% in Fiscal Year 2024 compared to Fiscal Year 2023. The modest growth of Fiscal Year 2025 reflects a stabilization in ridership levels following the strong rebound seen in Fiscal Year 2024, as ridership continued to recover from the impacts of the COVID-19 pandemic.



In Fiscal Year 2025, nonoperating revenues decreased by \$7.4 million or 2.4% to \$298.5 million. The decrease was mainly due to lower other income, partially offset by continued growth in investment income. Operating assistance of \$257.2 million accounted for the majority of Fiscal Year 2025 nonoperating revenues. This amount consisted of 66.7% from transaction and use tax, 23.5% from local transportation funds, and 9.8% from others. In Fiscal Year 2024, nonoperating revenues increased by \$15.5 million or 5.3% to \$306.0 million. The increase was mainly due to increases in investment income and other income. Operating assistance of \$258.5 million accounted for the majority of Fiscal Year 2024 nonoperating revenues. This amount consisted of 67.0% from transaction and use tax, 21.9% from local transportation funds, and 11.1% from others.

Expense Highlights

In Fiscal Year 2025, total operating expenses (excluding depreciation) were \$233.9 million, an increase of \$28.2 million or 13.7% compared to Fiscal Year 2024. The increase was primarily driven by increases in salaries and benefits and contract operations and maintenance services. The increases in salaries and benefits were mainly due to a reduction in employee vacancies, increased overtime resulting from higher service miles, and additional accrued compensated absence related to the implementation of GASB 101 this fiscal year. In addition, increases in contract operations and maintenance services reflected higher service levels and adjustment to contracted rates. In Fiscal Year 2024, total operating expenses (excluding depreciation) were \$205.7 million, an increase of \$31.9 million or 18.4% compared to Fiscal Year 2023. The increase was driven by increases in salaries and benefits, contract operations and maintenance services, and provisions for claims and claims adjustment. The increases in salaries and benefits were mainly due to a reduction in employee vacancies and adjustments related to GASB 68 pension reporting requirements. Additionally, the increases in contract operations and maintenance services were a result of higher service miles and adjustments to contracted rates. Depreciation and amortization expenses were \$18.9 million and \$17.5 million for Fiscal Year 2025 and Fiscal Year 2024 respectively, a \$1.4 million or 7.9% increase in Fiscal Year 2025 compared to Fiscal Year 2024 and \$0.9 million or 4.8% decrease in Fiscal Year 2024 compared to Fiscal Year 2023.



- In Fiscal Year 2025, nonoperating expenses were \$12.3 million, an increase of \$3.2 million or 35.6% compared to Fiscal Year 2024. The increase was due to higher legal and consulting expenses for noncapitalized projects. In Fiscal Year 2024, nonoperating expenses were \$9.1 million, an increase of \$0.8 million or 9.6% compared to Fiscal Year 2023. The increase reflects a slight increase in noncapitalized projects spending.

Condensed Statements of Changes in Net Position
(in thousands)

	2025	2024	2023
Operating revenues-passenger fares	\$ 13,128	\$ 12,719	\$ 11,226
Operating expenses-transit services	233,884	205,664	173,746
Operating loss before depreciation and amortization	(220,756)	(192,945)	(162,520)
Depreciation and amortization	(18,905)	(17,514)	(18,394)
Operating loss	(239,661)	(210,459)	(180,914)
Nonoperating revenues			
Operating assistance	257,174	258,451	272,494
Investment income	35,396	26,587	11,671
Other income, net	5,975	20,934	6,321
Total Nonoperating revenues	298,545	305,972	290,486
Nonoperating expenses			
Interest expense	(6,772)	(6,289)	(6,644)
Expense for noncapitalized projects	(5,540)	(2,788)	(1,635)
Total Nonoperating expenses	(12,312)	(9,077)	(8,279)
Net gain before capital contributions	46,572	86,436	101,293
Capital contributions	19,246	24,016	4,076
Change in net position	65,818	110,452	105,369
Net position - beginning of year	567,118	456,666	351,297
Net Position - end of year	\$ 632,936	\$ 567,118	\$ 456,666

Capital Program

The District received capital contributions of \$19.2 million in Fiscal Year 2025 and \$24.0 million in Fiscal Year 2024, which was a decrease of \$4.8 million or 19.9% in Fiscal Year 2025 compared to Fiscal Year 2024 and an increase of \$19.9 million or 489.2% in Fiscal Year 2024 compared to Fiscal Year 2023.

The following is a summary of the District's major capital expenditures for Fiscal Year 2025.

- Purchase of revenue vehicles (\$23.3 million).
- Maintenance and administrative facilities and equipment (\$8.1 million).
- Communication information system (\$3.0 million).
- Replacement of bus parts in accordance with FTA guidelines (\$1.5 million).
- Capital project development, and others (\$10.0 million).

Additional information concerning the District's Capital Assets can be found in *Note #5 - Capital Assets* in the Notes to the Financial Statements.

Debt

On June 30, 2025, the District had \$136.3 million in limited tax bonds outstanding, a decrease of \$21.4 million or 13.6 percent, compared to \$157.7 million in limited tax bonds outstanding at June 30, 2024. This decrease resulted from the District's issuance of \$122.3 million Limited Tax Bonds refunding the 2015 Series A Bonds. Upon issuance of the 2025 Series A Bonds, all outstanding 2015 Bonds was defeased and the 2015 Indenture was discharged. The District pledges sales tax revenues under the indenture to secure the Refunding 2025 Series A Bonds.

Interest payments on the 2025 Series A Bonds are due on June 1 and December 1 of each year, commencing June 1, 2025. Principal payments on the 2025 Series A Bonds are scheduled to begin June 1, 2026. The final maturity date for the 2025 Series A Bonds is June 1, 2034. Interest rates on the 2025 Series A Bonds are 5.0 percent. More information on the District's long-term debt activity appears in *Note #8 - Long-term Debt* in the *Notes to the Financial Statements*.

Subscription-Based IT Arrangements (SBITAs)

In addition to bonded debt, the District recognizes long-term liabilities associated with Subscription-Based IT Arrangements (SBITAs) in accordance with GASB Statement No. 96. As of June 30, 2025, the District reported SBITA liabilities totaling \$1.4 million, representing the present value of future subscription payments for multi-year technology contracts that convey control of the right to use IT assets. SBITA liabilities increased by \$0.1 million, or 10.6%, from \$1.2 million at June 30, 2024, due to new subscription agreements and routine amortization of existing contracts. Additional information on SBITAs is presented in *Note #8 - Long-term Debt* in the *Notes to the Financial Statements*.

Economic Factors and Next Year's Budget

The District's Board adopted the Fiscal Year 2026 Operating and Capital Budget on June 4, 2025. The District enters Fiscal Year 2026 on a strong financial footing, with ridership returning to near pre-pandemic levels and, in some areas, exceeding them, among the strongest recoveries in the Bay Area. This reflects the success of Reimagine SamTrans, which streamlined the network, expanded weekend and evening service, and strengthened connections to community colleges and equity-priority communities.

The Fiscal Year 2026 Operating Budget totals \$334.2 million in sources and \$323.7 million in uses. Key funding sources include \$172.3 million from Proposition A and Measure W sales taxes, \$13.3 million from Motor Bus and American Disability Act (ADA) passenger fares, and \$64.9 million from Transportation Development Act (TDA) and State Transit Assistance (STA) allocations. The remaining funding is derived from grants and other local revenues.

On the expenditure side, total uses of \$323.7 million include \$142.2 million for labor, \$66.2 million for purchased transportation (for contracted urban bus, ADA, and multi-modal services), \$38.1 million for contracted services, and \$77.2 million for other non-labor expenses. The Operating Budget continues to emphasize efficiency, cost control, and service reliability while supporting full implementation of Reimagine SamTrans, maintaining Redi-Wheels paratransit services, and extending the shuttle program to ensure uninterrupted multi-modal service delivery.

While the District begins Fiscal Year 2026 with strong ridership and fiscal recovery, several external and structural risks remain. These include slower growth in local sales tax revenues due to broader economic uncertainty and volatility in federal and state grant programs, particularly those supporting paratransit services and capital investments. In response, the District will focus on financial resilience and operational efficiency through actions such as conducting a fare analysis to evaluate revenue opportunities, completing a first-year evaluation of Reimagine SamTrans to identify cost-effective service improvements, and strengthening partnership development to expand and stabilize external funding.

The Fiscal Year 2026 Capital Budget totals \$4.7 million, developed from the prioritized list of projects identified in the draft Capital Improvement Plan (CIP). Fiscal Year 2026 represents the first year in which the Capital Budget does not include allocations from operating funds. Instead, projects will rely on external funding sources, unallocated funds, prior years' capital set aside and unrestricted resources. The Capital Budget will be implemented in two phases: Phase I, reflected in the adopted budget, focuses on maintaining District assets in a state of good repair, enhancing safety and security, and addressing critical facility improvements. Phase II, to be presented in the second half of the fiscal year, will incorporate major investments such as the zero-emission bus transition, in accordance with the board approved Capital Improvement Program (CIP).

Requests for Information

This financial report is designed to provide our citizens, taxpayers, customers, and creditors with a general overview of the District's finances and to demonstrate accountability for the funds the District receives. If you have questions about this report or need additional financial information, please contact the San Mateo County Transit District, attention: Chief Financial Officer, 1250 San Carlos Ave., P.O. Box 3006, San Carlos, California 94070-1306.

San Mateo County Transit District
Statements of Net Position
June 30, 2025 and June 30, 2024 (in thousands)

	2025	2024
Assets		
Current Assets		
Cash and cash equivalents (Note 1E)	\$ 354,306	\$ 338,573
Restricted cash (Note 1G)	14,750	16,042
Subtotal, cash and cash equivalents (Note 2)	369,056	354,615
Investments (Notes 1F & 2)	16,093	17,921
Restricted investments (Notes 1G & 2)	3,256	1,602
Receivables		
Transaction and use tax	28,972	29,748
Receivable from Peninsula Corridor Joint Powers Board (Note 6)	24,556	5,816
Receivable from San Mateo County Transportation Authority (Note 6)	2,494	1,102
Federal grants (Note 4)	7,227	8,695
State and local grants	21,118	21,296
Leases receivables (Note 7)	1,117	1,071
Interest	1,249	1,536
Other	6,940	9,152
Allowance for doubtful accounts	(161)	(161)
Total Receivables - Net	93,512	78,255
Inventories (Note 1I)	2,364	2,253
Current prepaid items	3,880	3,541
Other current assets	-	-
Total Current Assets	488,161	458,187
Noncurrent Assets		
Noncurrent investments (Notes 1F & 2)	193,641	181,203
Restricted investments (Notes 1G & 2)	54,492	50,219
Noncurrent prepaid items	417	286
Leases receivables	73,833	74,950
Capital assets (Notes 1K & 5)		
Buses and bus equipment	228,154	216,482
Buildings and building improvements	77,842	77,434
Maintenance and other equipment	35,380	35,330
Furniture and fixtures	33,697	30,720
Shelters and bus stop signs	11,878	11,878
Right-to-use subscription asset	4,335	3,543
Other vehicles	3,034	3,034
Total capital assets	394,320	378,421
Less accumulated depreciation and amortization	(311,007)	(292,417)
Land (Note 5)	56,915	56,915
Construction in progress (Note 1L)	53,934	32,146
Capital assets - Net (Note 5)	194,162	175,065
Other assets	21	21
Total Noncurrent Assets	516,566	481,744
Total Assets	1,004,727	939,931

San Mateo County Transit District
Statements of Net Position (Continued)
June 30, 2025 and June 30, 2024 (in thousands)

	2025	2024
Deferred Outflows of Resources		
Deferred outflows related to hedging derivatives instruments (Note 13)	-	-
Deferred charges on refunding	-	3,193
Deferred outflows related to OPEB (Note 10)	9,618	11,906
Deferred outflows related to pension (Note 9)	28,817	37,706
Total Deferred Outflows of Resources	<u>38,435</u>	<u>52,805</u>
Liabilities		
Current Liabilities		
Accounts payable and accrued expenses	26,877	23,966
Current portion of compensated absences (Note 1P)	11,695	10,710
Current portion of self-insurance liabilities (Note 11)	8,303	7,207
Accrued interest	510	546
Unearned revenues	21,907	21,052
Subscription liability (Note 8)	704	737
Current portion of long-term debt (Note 8)	12,480	12,390
Total current liabilities	<u>82,476</u>	<u>76,608</u>
Noncurrent Liabilities		
Self-insurance liabilities, less current portion (Note 11)	14,238	11,422
Other noncurrent liabilities	8,934	89
Compensated absences, less current portion (Note 1P)	6,513	4,423
Subscription liability, less current portion (Note 8)	649	486
Long-term debt, less current portion (Note 8)	123,808	145,322
Net OPEB liability (Note 10)	1,451	8,994
Net pension liability (Note 9)	89,176	94,561
Total noncurrent liabilities	<u>244,769</u>	<u>265,297</u>
Total liabilities	<u>327,245</u>	<u>341,905</u>
Deferred Inflows of Resources		
Deferred inflows related to hedging derivatives instruments (Note 13)	98	103
Deferred inflows related to OPEB (Note 10)	5,065	6,879
Deferred inflows related to pension (Note 9)	696	2,318
Deferred inflows related to leases (Note 7)	72,924	74,413
Deferred inflows related to debt refunding (Note 8)	4,198	-
Total Deferred Inflows of Resources	<u>82,981</u>	<u>83,713</u>
Net Position		
Net investment in capital assets	192,809	173,842
Restricted for:		
Debt service	3,256	1,602
Paratransit fund (Note 1D)	25,000	25,000
Unrestricted	411,871	366,674
Total Net Position	<u>\$ 632,936</u>	<u>\$ 567,118</u>

San Mateo County Transit District
Statements of Revenues, Expenses, and Changes in Net Position
Years Ended June 30, 2025 and June 30, 2024 (in thousands)

	2025	2024
Operating Revenues		
Passenger fares	\$ 13,128	\$ 12,719
Total Operating Revenues	<u>13,128</u>	<u>12,719</u>
Operating Expenses		
Salaries and benefits	115,399	97,642
Contract operations and maintenance services	59,106	52,198
Other services	12,829	13,715
Materials and supplies	13,186	12,100
Depreciation and amortization	18,905	17,514
Provisions for claims and claims adjustments	18,240	17,245
Miscellaneous	<u>15,124</u>	<u>12,764</u>
Total operating expenses	<u>252,789</u>	<u>223,178</u>
Operating loss	<u>(239,661)</u>	<u>(210,459)</u>
Nonoperating Revenues (Expenses)		
Operating assistance (Note 3)	257,174	258,451
Investment income (loss)	35,396	26,587
Interest expense	(6,772)	(6,289)
Expense for noncapitalized projects	(5,540)	(2,788)
Other income, net	<u>5,975</u>	<u>20,934</u>
Total Nonoperating Revenues (Expenses)	<u>286,233</u>	<u>296,895</u>
Net income (loss) before capital contributions	<u>46,572</u>	<u>86,436</u>
Capital grants (Note 1Q)	<u>19,246</u>	<u>24,016</u>
Change in net position	<u>65,818</u>	<u>110,452</u>
Net Position		
Beginning of year	<u>567,118</u>	<u>456,666</u>
Net Position - End of year	<u>\$ 632,936</u>	<u>\$ 567,118</u>

San Mateo County Transit District

Statements of Cash Flows

Years Ended June 30, 2025 and June 30, 2024 (in thousands)

	2025	2024
Cash Flows from Operating Activities		
Cash received from customers	\$ 12,710	\$ 12,262
Payments to vendors for goods and services	(128,665)	(102,847)
Payments to employees	(118,903)	(98,441)
Net Cash (used for) Operating Activities	<u>(234,858)</u>	<u>(189,026)</u>
Cash Flows From Noncapital Financing Activities		
Expense for noncapitalized projects	(5,540)	(2,788)
Operating assistance received	266,137	286,689
Net Cash Provided by Non-capital Financing Activities	<u>260,597</u>	<u>283,901</u>
Cash Flows From Capital and Related Financing Activities		
Acquisition and construction of capital assets	(38,002)	(39,017)
Capital contributions from grants	28,269	6,377
Lease and SBITA proceeds received	1,108	208
Leases and SBITAs principal paid	(978)	(754)
Bond principal paid	(149,983)	(12,579)
Refunding proceeds and premiums received	137,218	-
Interest and fees paid on capital debt	(8,076)	(6,791)
Net Cash (used for) Capital and Related Financing Activities	<u>(30,444)</u>	<u>(52,556)</u>
Cash Flows From Investing Activities		
Proceeds from sale of investment securities	77,450	70,878
Purchases of investment securities	(156,258)	(126,508)
Investment income received (loss)	97,954	49,062
Net Cash Provided by (used for) Investing Activities	<u>19,146</u>	<u>(6,568)</u>
Net change in cash and cash equivalents	14,441	35,751
Cash and Cash Equivalents, Beginning of Year	<u>354,615</u>	<u>318,864</u>
Cash and Cash Equivalents, End of Year	<u>\$ 369,056</u>	<u>\$ 354,615</u>

San Mateo County Transit District
Statements of Cash Flows (Continued)
Years Ended June 30, 2025 and 2024 (in thousands)

	<u>2025</u>	<u>2024</u>
Reconciliation of Operating Loss to Net Cash Used for Operating Activities		
Operating loss	\$ (239,661)	\$ (210,459)
Adjustments to reconcile operating (loss) to net cash (used in) operating activities:		
Depreciation and amortization expense	18,905	17,514
OPEB expense	(7,069)	(5,658)
Pension expense	1,882	4,357
Effect of changes in:		
Accounts receivable	(20,132)	(1,032)
Inventories	(111)	(199)
Prepaid items	(339)	(1,602)
Other assets	(136)	647
Accounts payable and accrued liabilities	6,351	1,308
Leases receivable	(46)	(40)
Deferred inflows of resources from leases	(1,489)	(1,534)
Compensated absences	3,075	1,314
Self-insurance liabilities	3,912	6,358
Net Cash Used for Operating Activities	<u><u>\$ (234,858)</u></u>	<u><u>\$ (189,026)</u></u>
Noncash Capital, Investing, and Financing Activities		
Capital contributions (payments)	\$ (9,023)	\$ 17,639
Change in fair value of investments	(7,947)	(6,225)
Change in the fair value of derivatives	(98)	(103)
Lease and SBITA proceeds received	1,108	208

Index to the Notes

	Pages
(1) Operations and Summary of Significant Accounting Policies	19
(2) Cash and Investments	25
(3) Operating Assistance	32
(4) Federal Capital Grants	33
(5) Capital Assets	33
(6) Related Parties	34
(7) Leases	36
(8) Long-Term Debt	37
(9) Pension Plan	40
(10) Post-Retirement Health Care Benefits	46
(11) Insurance Programs	53
(12) Commitment and Contingent Liabilities	54
(13) Hedge Program	55

Note 1 - Operations and Summary of Significant Accounting Policies**A. Operations**

The San Mateo County Transit District (District) was formed by the California State Legislature and approved by the electorate in 1974 to meet the public transit needs of San Mateo County. The District operates buses throughout San Mateo County and also provides, through purchased service with independent contractors, demand-response transportation services and certain other fixed route bus service. The District, as the Managing Agency of Caltrain, also supports the operation of the Caltrain rail services and subsidizes an equal share of the costs of certain capital projects for the Caltrain rail service with the two other Member Agencies (CCSF and VTA). The District paid a "buy in" sum and provided the project costs incurred that were not covered by a federal grant, of extending the San Francisco Bay Area Rapid Transit District (BART) rail system into San Mateo County and once the extension opened, the District covered the net costs to operate the extension. On April 27, 2007, the District and BART entered into a Settlement Agreement and Release of Claims pursuant to which BART receives 2% of the revenue generated annually from the Measure A half-cent sales tax administered by the Transportation Authority, consistent with the Transportation Expenditure Plan adopted by the San Mateo County voters in 2004, as full and final settlement of the District's obligations to cover San Mateo County's share of BART's past and future operating and capital costs.

B. Financial Reporting Entity

The District's reporting entity includes only the San Mateo County Transit District.

C. Basis of Accounting

The District is a single enterprise fund and maintains its records using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

D. Net Position

Net position is reported on the statement of net position in the following categories:

Investment in capital assets - This category includes all capital assets, net of accumulated depreciation, reduced by related debt.

Restricted net position - This category represents net position restricted by parties outside (such as creditors, grantors, contributors, and laws and regulations of other governments) and includes unspent proceeds of bonds issued to acquire or construct capital assets. Additionally, the District utilizes earnings on \$25 million corpus of paratransit trust funds as a component of restricted net position. The funds are to continue in perpetuity from Measure A sales tax revenues.

Unrestricted net position - This category represents net position of the District that is not restricted for any project or other purpose.

E. Cash and Cash Equivalents

For purpose of the statement of cash flows, the District considers all highly liquid investments with an initial maturity of 90 days or less when purchased to be cash equivalents. Cash and cash equivalents also include amounts invested in the Local Agency Investment Fund (LAIF) pool.

F. Investments

Current investments represent securities which mature within the next 12 months. Noncurrent investments represent the portion of the District's investment portfolio that is not expected to be liquidated during the next 12 months. Investments in nonparticipating interest-earning investment contracts (guaranteed investment contracts) are reported at cost. Investment in money market accounts are also reported at net asset value. All other investments are at fair value. The fair value of investments is determined annually and is based on current market prices permitted. Investments are regulated by state statutes and could be further restricted by the grantors or enabling legislation.

G. Restricted Cash and Investments

Restricted cash and investments represent unused bond proceeds, bond reserves and other funds designated for financing the District's capital projects and related debt service. These funds are held as liquid investments or have been invested in U.S. Treasury notes, mutual funds or guaranteed investment contracts. The District also maintains restricted cash and investment accounts in the amount of \$25,000,000 for Paratransit operations.

H. Restricted and Unrestricted Resources

When both restricted and unrestricted resources are available for the same purpose (e.g. a construction project), the District's policy is to use all available restricted resources first before unrestricted resources are utilized.

I. Inventories

Inventories consist primarily of bus replacement parts and fuel and are stated at average cost which approximates market. Inventories are charged to expense at the time that individual items are withdrawn from inventory.

J. Lessee and Subscription-Based Information Technology Arrangements (SBITA)

At the commencement of a lease/SBITA, the District initially measures the liability at the present value of payments expected to be made during the term. Subsequently, the liability is reduced by the principal portion of payments made. The lease/SBITA asset is initially measured as the initial amount of the liability, adjusted for payments made at or before the commencement date, plus certain initial direct costs. Subsequently, the lease/SBITA is amortized on a straight-line basis over its useful life. The lease/SBITA term includes the noncancellable period of the lease. Payments included in the measurement of the liability are composed of fixed payments and purchase option price that the District is reasonably certain to exercise.

K. Capital Assets

Capital assets are stated at historical cost. Donated capital assets are recorded at estimated acquisition value at the date of donation plus ancillary charges, if any. Depreciation is calculated using the straight-line method over the estimated useful lives of the assets, as follows:

Buses and bus equipment	2 to 12 Years
Other vehicles, shelters and bus stops, maintenance and other equipment, and furniture and fixtures	3 to 20 Years
Right-to-use ground leases	3 to 20 Years
Right-to-use subscriptions	3 to 10 Years
Building	30 Years
Building improvements	2 to 5 Years

The District's policy is to capitalize all capital assets with a cost greater than \$5,000 and a useful life of more than one year.

L. Construction in Progress

Construction in progress consists of the following projects at June 30 (in thousands):

	2025	2024
Maintenance facility improvements	\$ 26,608	\$ 13,858
Bus fleet improvements	18,392	14,621
Shelter, fencing and bus stop improvements	3,270	366
Other	5,664	3,301
Total Construction in Progress	\$ 53,934	\$ 32,146

M. State and Local Operating Assistance

State and local operating assistance is recorded as revenue upon approval by the granting agencies. The District serves as the cash conduit for State Transit Assistance received on behalf of the Peninsula Corridor Joint Powers Board (see Note 6) and does not recognize revenues or expenses associated with this agency function.

N. Bond Issuance Costs

Bond issuance costs are expensed upon the issuance of related debt except for bond prepaid insurance. Bond discounts, prepaid insurance and premiums are amortized over the life of the bonds.

O. Arbitrage

Arbitrage is reviewed on an annual basis and the corresponding liability is accrued accordingly.

P. Compensated Absences

Employees accrue compensated absence time by reason of tenure at annual rates ranging from 169 to 344.5 hours per year. Employees are allowed to accumulate from 800 hours up to 1,440 hours of compensated absence time, depending upon the number of years of service.

The changes in compensated absences were as follows for Fiscal Year ended June 30 (in thousands):

	2025	2024
Beginning Balance	\$ 15,133	\$ 13,819
Additions	13,947	10,631
Payments	(10,872)	(9,317)
Ending Balance	18,208	15,133
Current Portion	11,695	10,710
Non-current Portion	\$ 6,513	\$ 4,423

Q. Capital Grants

The District receives grants from the Federal Transit Administration (FTA), State, and local transportation funds for the acquisition of buses and other equipment and improvements. Capital contributions are recorded as revenues and the cost of the related assets are generally included as additions to property and equipment. Depreciation of assets acquired with capital grant funds is included in the depreciation expense in the statement of revenues, expenses, and changes in net position.

Capital contributions for the years ended June 30 were as follows (in thousands):

	2025	2024
Federal grants	\$ 12,155	\$ 12,888
State grant (Prop 1B)	6,957	8,660
Local assistance	134	2,468
Total	\$ 19,246	\$ 24,016

R. Operating and Nonoperating Revenues and Expenses

The District distinguishes operating revenues and expenses from nonoperating revenues and expenses. Operating revenues and expenses generally result from directly providing services in connection with the District's principal operations of bus transit services. These revenues are primarily passenger fares. Operating expenses include cost of sales and services, administrative expenses, contracted services and depreciation on capital assets. All other revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

S. Leases, as a Lessor

At the commencement of a lease, the District initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of the lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

T. Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions and pension expense, information about the fiduciary net position of the District's California Public Employees' Retirement System (CalPERS) plans (Plans) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

U. Other Post-Employment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the District's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

V. Use of Estimates

The preparation of basic financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts and disclosures at the date of the financial statements.

W. Deferred Outflows of Resources and Deferred Inflows of Resources

In addition to assets, the statement of net position also reports deferred outflows of resources. This separate element represents a consumption of net assets that applies to a future period and so will not be recognized as an expense until then. The District reports deferred outflows of resources from pension, OPEB activities and bond refunding.

In addition to liabilities, the statement of net position also reports a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to a future period and so will not be recognized as revenue until then. The District reports deferred inflows of resources from pension, OPEB, hedging activities, and leases.

X. Fair Value Measurement

Generally Accepted Accounting Principles provide guidance for determining a fair value measurement for reporting purposes, applying fair value to investments, and disclosures related to a hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs include inputs that are directly observable for the investment including quoted price for similar investments and inputs that are not directly observable but are derived from observable market data through correlation; Level 3 inputs are significant unobservable inputs.

Y. New Accounting Pronouncements

Effective this Fiscal Year

GASB Statement No. 101 – In June 2022, GASB Issued Statement No. 101, *Compensated Absences*. The objective of this Statement is to better meet the information needs of the financial statement users by updating the recognition and measurement guidance for compensated absences. That objective is achieved by aligning the recognition and measurement guidance under a unified model and by amending certain previously required disclosures. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023, and all reporting periods thereafter. The Pronouncement did not have an impact on the financial statements.

Note 2 - Cash and Investments

Policies

The District's investments are generally carried at fair value, as required by generally accepted accounting principles. The District adjusts the carrying value of its investments to reflect their fair value at each Fiscal Year end and includes the effects of these adjustments as a component of interest and investment income for that fiscal year. The District is in compliance with the Board approved Investment Policy and California Government Code requirements.

Classification

The District's cash and investments as of June 30 are classified in the statement of net position as follows (in thousands):

	<u>2025</u>	<u>2024</u>
Cash and cash equivalents	\$ 369,056	\$ 354,615
Current investments	16,093	17,921
Current restricted investments	3,256	1,602
Noncurrent investments	193,641	181,203
Noncurrent restricted investments	<u>54,492</u>	<u>50,219</u>
Total	<u>\$ 636,538</u>	<u>\$ 605,560</u>

The District's cash and investments consist of the following on June 30 (in thousands):

	<u>2025</u>	<u>2024</u>
Cash on hand	\$ 21	\$ 22
Deposits with financial institutions	116,158	163,234
Investments	<u>520,359</u>	<u>442,304</u>
Total	<u>\$ 636,538</u>	<u>\$ 605,560</u>

Investments Authorized by the California Government Code and the District's Investment Policy

The table below identifies the investment types that are authorized for the District by the California Government Code or the District's investment policy, whichever is more restrictive, that addresses interest rate risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by the provisions of debt agreements of the District, rather than the general provisions of the District's investment policy.

Authorized Investment Type	Minimum Credit Rating	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. Treasury Obligations	None	15 years	100%	N/A
U.S. Agency Securities	None	15 years	100%	N/A
Banker's Acceptances	None	180 days	40%	30%
Commercial Paper (\$500 Mil. Min. Assets)	A1/P1/F1	270 days	40%	10%
Negotiable Certificates of Deposit	None	5 years	30%	N/A
Repurchase Agreements	None	1 year	100%	N/A
Reverse Repurchase Agreements	None	92 days	20%	N/A
Medium-term Notes	A	5 years	30%	10%
Shares of beneficial interest issued by diversified management companies	Highest rating by two NRSROs	N/A	20%	10%
Local Government Investment Pools	None	N/A	100%	N/A
Asset-backed and Mortgage-backed securities	AA	5 years	20%	N/A
Municipal Obligations	None	10 years	100%	N/A
Supranational Obligations	AA	5 years	30%	N/A
Local Agency Investment Fund (LAIF)	None		Up to the current state limit	
San Mateo County Investment Pool	None		Up to the current state limit	

For the District's investment in California Employers' Pension Prefunding Trust (CEPPT), the investment policy is consistent with the CalPERS for the CEPPT authorized investments in global equities, fixed income, treasury inflation-protected securities, real estate investment trusts, and liquidity assets.

Investments Authorized by Debt Agreements

Investment of debt proceeds held by bond trustees are governed by provisions of the debt covenants, rather than the general provisions of the California Government Code or the District's investment policy. These provisions allow for the acquisition of investment agreements, repurchase agreements and U.S. Treasury Securities with maturities of up to 30 years.

Interest Rate Risk

Interest rate risk is the risk incurred when market interest rates adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the District manages its exposure to interest rate risk is by purchasing a combination of short-term and long-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.

The District's weighted average maturity of its investment portfolio at June 30, 2025 was as follows:

Investment Type	Amount (in thousands)	Weighted Average Maturity (in years)
U.S. Agency Securities	\$ 51,972	4.76
Asset Backed Securities	41,734	3.84
U.S. Government Securities	81,749	2.26
Corporate Notes	40,297	2.76
Certificates of Deposit	3,312	0.33
Municipal Debt Securities	2,498	0.09
Supranationals	2,048	1.96
Money Market Mutual Funds	17,564	0.00
Local Agency Investment Fund (LAIF)	6,066	0.70
Hedge Treasury Bills	1,786	0.00
California Asset Management Program (CAMP)	246,811	0.11
California Employers' Prefunding Pension Trust	24,522	0.00
Total	\$ 520,359	
Portfolio Weighted Average Maturity		1.42

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

The District's weighted average maturity of its investment portfolio at June 30, 2024 was as follows:

Investment Type	Amount (in thousands)	Weighted Average Maturity (in years)
U.S. Agency Securities	\$ 54,585	3.31
Asset Backed Securities	26,069	1.69
U.S. Government Securities	59,233	2.72
Corporate Notes	51,585	2.18
Commercial Paper	6,137	0.19
Certificates of Deposit	3,319	1.33
Municipal Debt Securities	6,304	0.73
Supranationals	1,991	2.96
Money Market Mutual Funds	17,435	0.00
Local Agency Investment Fund (LAIF)	5,625	0.60
Hedge Treasury Bills	2,087	0.00
California Asset Management Program (CAMP)	185,735	0.00
California Employers' Prefunding Pension Trust	22,199	0.00
Total	\$ 442,304	
Portfolio Weighted Average Maturity		1.17

Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the actual rating as of June 30 for each investment type.

Investment Type	Amount (in thousands)	Rating as of June 30, 2025				
		AAA	AA	A	BBB+	Not Rated
U.S. Agency Securities	\$ 51,972	\$ -	\$ 51,972	\$ -	\$ -	\$ -
Asset Backed Securities	41,734	20,813	-	-	-	20,921
U.S. Government Securities	81,749	-	81,749	-	-	-
Corporate Notes	40,297	-	15,100	25,197	-	-
Certificates of Deposit	3,312	-	3,312	-	-	-
Municipal Debt Securities	2,498	489	2,009	-	-	-
Supranationals	2,048	2,048	-	-	-	-
Money Market Mutual Funds	17,564	17,564	-	-	-	-
LAIF	6,066	-	-	-	-	6,066
Hedge Treasury Bills	1,786	-	-	-	-	1,786
CAMP	246,811	-	-	-	-	246,811
CEPPT	24,522	-	-	-	-	24,522
Total	\$ 520,359	\$ 40,914	\$ 154,142	\$ 25,197	\$ -	\$ 300,106

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

Investment Type	Amount (in thousands)	Rating as of June 30, 2024				Not Rated
		AAA	AA	A	BBB+*	
U.S. Agency Securities	\$ 54,585	\$ 54,585	\$ -	\$ -	\$ -	\$ -
Asset Backed Securities	26,069	-	-	-	-	26,069
U.S. Government Securities	59,233	59,233	-	-	-	-
Corporate Notes	51,585	2,871	17,809	29,758	1,147	-
Commercial Paper	6,137	-	-	6,137	-	-
Certificates of Deposit	3,319	-	3,319	-	-	-
Municipal Debt Securities	6,304	1,214	2,913	361	-	1,816
Supranationals	1,991	1,991	-	-	-	-
Money Market Mutual Funds	17,435	16,363	-	-	-	1,072
LAIF	5,625	-	-	-	-	5,625
Hedge Treasury Bills	2,087	-	-	-	-	2,087
CAMP	185,735	-	-	-	-	185,735
CEPPT	22,199	-	-	-	-	22,199
Total	\$ 442,304	\$ 136,257	\$ 24,041	\$ 36,256	\$ 1,147	\$ 244,603

* Securities were acquired as A rated and adjusted later to BBB+ during fiscal year 2022.

Concentration of Credit Risk

Concentration of credit risk is the risk of loss attributed to the relative size of an investment in a single issuer. GASB Statement No. 40 requires disclosure of certain investments in any one issue that represents 5% or more of total investments. Investments issued or explicitly guaranteed by the U.S. Government, investments in mutual funds, external investment pools, and other pooled investments are exempt. As of June 30, 2025, the District exceeded the 5% limit of total investments in issuers with investment in Federal Home Loan Mortgage Corporation, U.S. Agency Bonds and FHLMC. One issuer exceeded 5% of the District's total investment portfolio for the year ended June 30, 2025.

Issuer (in thousands)	Investment Type	2025	Concentration
Federal Home Loan Mortgage Corporation	U.S. Agency Securities	\$ 33,920	7.37%
Total		\$ 33,920	

There was one issuer that exceeded 5% of the District's total investment portfolio for the year ended June 30, 2024.

Issuer (in thousands)	Investment Type	2024	Concentration
Federal Home Loan Mortgage Corporation	U.S. Agency Securities	\$ 36,759	9.28%
Total		\$ 36,759	

Fair Value Measurements

The District categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs.

The District has the following recurring fair value measurements as of June 30, 2025:

- Debt classified as Level 2 inputs are valued using price data obtained from observed transactions and market price quotations from broker dealers and/or pricing vendors.
- Certificates of deposit classified as Level 2 inputs are valued using quoted price for directly observable inputs.

Investments in the State Local Agency Investment Fund are not measured using the input levels above because the District's transactions are based on a stable net asset value per share. All contributions and redemptions are transacted at \$1.00 net asset value per share.

The following is the District's fair value hierarchy table as of June 30, 2025 (in thousands):

Investment Type	Total	Level 1	Level 2	Uncategorized
U.S. Agency Securities	\$ 51,972	\$ -	\$ 51,972	\$ -
Asset Backed Securities	41,734	-	41,734	-
U.S. Government Securities	81,749	81,749	-	-
Corporate Notes	40,297	-	40,297	-
Certificates of Deposit	3,312	-	3,312	-
Municipal Debt Securities	2,498	-	2,498	-
Supranationals	2,048	-	2,048	-
Money Market Mutual Funds	17,564	-	-	17,564
LAIF	6,066	-	-	6,066
Hedge Treasury Bills	1,786	-	-	1,786
CAMP	246,811	-	-	246,811
CEPPT	24,522	-	-	24,522
Total investments by fair value type	\$ 520,359	\$ 81,749	\$ 141,861	\$ 296,749

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

The following is the District's fair value hierarchy table as of June 30, 2024 (in thousands):

Investment Type	Total	Level 1	Level 2	Uncategorized
U.S. Agency Securities	\$ 54,585	\$ -	\$ 54,585	\$ -
Asset Backed Securities	\$ 26,069			
U.S. Government Securities	59,233	26,069	-	-
Corporate Notes	51,585	59,233	-	-
Commercial Paper	6,137	-	51,585	-
Certificates of Deposit	3,319	-	6,137	-
Municipal Debt Securities	6,304	-	3,319	-
Supranationals	1,991	-	6,304	-
Money Market Mutual Funds	17,435	-	1,991	17,435
LAIF	5,625	-	-	5,625
Hedge Treasury Bills	2,087	-	-	2,087
CAMP	185,735	-	-	185,735
CEPPT	22,199	-	-	22,199
Total investments by fair value type	\$ 442,304	\$ 85,302	\$ 123,921	\$ 233,081

Custodial Credit Risk

The custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, the District will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk that in the event of the failure of the counter party (e.g. broker-dealer) to a transaction, the District will not be able to recover the value of its investment or collateral securities that are in possession of another party.

California Law requires banks and savings and loan institutions to pledge government securities with a fair value of 110 percent of the District's cash on deposit, or first trust deed mortgage notes with a fair value of 150 percent of the deposit, as collateral for these deposits. Under California law, this collateral is held in a separate investment pool by another institution in the pool's name and places the pool, which includes the District's deposits, ahead of general creditors of the institution.

The District invests in individual investments and in investment pools. Individual investments are evidenced by specific identifiable *securities instruments*, or by an electronic entry registering the owner in the records of the institution issuing the security, called the *book entry* system. In order to increase security, the District employs the Trust Department of a bank or trustee as the custodian of certain District managed investments, regardless of their form.

As of June 30, 2025 and 2024, the District had \$116,158,000 and \$163,234,000, respectively, in deposits with financial institutions recorded on the financial statements. Additionally, the District is required to hold certain capital fund amounts in interest bearing accounts. These balances are in excess of the federal depository insurance limits and are collateralized with securities held by the pledging financial institution. The amount of deposits exposed to custodial credit risk at June 30, 2025 and June 30, 2024 was \$115,908,000 and \$162,984,000, respectively. However, due to California State Law, the excess balances are collateralized with pledged securities by the financial institutions holding the District's deposits.

Investment in State Investment Pool

The District is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by the California Government Code under the oversight of the Treasurer of the State of California. The fair value of the District's investment in this pool is reported in the accompanying financial statements at amounts based upon the District's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. LAIF is not registered with the Securities and Exchange Commission. As of June 30, 2025 and June 30, 2024, the District had a contractual withdrawal value in LAIF of \$5,909,000 and \$5,646,000, respectively. Investments in LAIF are not categorized because deposits and withdrawals are made on the basis of \$1 and not fair value.

California Asset Management Program (CAMP): The District holds an investment in CAMP that is subject to "fair value" adjustments. The District had a contractual withdrawal value of \$246,811,000 (which is reported using the amortized cost) after the adjustment for unrealized gains/losses for fiscal year 2025. The District had a contractual withdrawal value of \$185,735,000 in CAMP as of June 30, 2024. CAMP is a governmental investment pool managed and directed by the CAMP Treasurer and is not registered with the Securities and Exchange Commission.

Note 3 - Operating Assistance

The District receives operating assistance from various federal, state, and local sources. The District receives funds from two San Mateo County sales taxes: a permanent half-cent transaction and use tax levied on all taxable sales in San Mateo County and a half-cent sales tax which will be levied through June 30, 2049 (and half of which is administered by the San Mateo County Transportation Authority (Transportation Authority), both of which are collected and administered by the California Department of Tax and Fee Administration. Transportation Development Act funds are received from San Mateo County to meet, in part, operating and capital requirements based on annual claims filed by the District and approved by the Metropolitan Transportation Commission (MTC). Federal funds are distributed to the District by the Federal Transportation Administration (FTA) after approval by MTC. The District also receives Transportation Authority funds as a result of the approval and re-authorization of 2004 Measure A (half-cent county sales tax) for funding of certain transportation projects and programs.

Operating assistance is summarized as follows for the years ended June 30 (in thousands):

	2025	2024
Transaction and use tax	\$ 171,421	\$ 173,258
Local transportation funds	60,442	56,677
Federal operating and planning assistance	4,536	9,914
Federal Emergency Management Agency (FEMA)	-	22
State transit assistance	14,935	12,729
Measure A funds - local	4,720	4,651
Measure W funds - local	1,120	1,200
Total	\$ 257,174	\$ 258,451

Note 4 - Federal Capital Grants

The District has a number of grant contracts with the FTA that provide federal funds for the acquisition of buses and other equipment and improvements. Capital additions on June 30, 2025 and 2024 applicable to these projects are \$43,505,000 and \$39,988,000, respectively. The related federal participation is \$12,155,000 and \$12,888,000 respectively.

The District has recorded receivables of \$867,000 and \$513,000, at June 30, 2025 and 2024, respectively, for qualifying capital project expenditures under FTA grant contracts in excess of reimbursements. The remaining federal receivable balance is related to federal operating grants.

Under the terms of the grants, contributions for equipment sold or retired during its useful life are refundable to the federal government in proportion to the related capital grant funds received, unless the net book value or proceeds from sale is under grant-prescribed limits.

Note 5 - Capital Assets

Capital asset activity for the Fiscal Year ended June 30, 2025, was as follows (in thousands):

	Balance at July 01, 2024	Additions	Deletions	Balance at June 30, 2025
Capital Assets at Cost				
Buses and bus equipment	\$ 216,482	\$ 11,672	\$ -	\$ 228,154
Buildings and building improvements	77,434	408	-	77,842
Maintenance and other equipment	35,330	50	-	35,380
Furniture and fixtures	30,720	2,977	-	33,697
Shelters, fencing and bus stop signs	11,878	-	-	11,878
Right-to-use subscriptions	3,543	1,107	(315)	4,335
Other vehicles	3,034	-	-	3,034
Total Capital Assets at Cost	378,421	16,214	(315)	394,320
Less Accumulated Depreciation/Amortization for				
Buses and bus equipment	(151,729)	(13,327)	-	(165,056)
Buildings and building improvements	(67,756)	(1,482)	-	(69,238)
Maintenance and other equipment	(31,341)	(919)	-	(32,260)
Furniture and fixtures	(30,159)	(835)	-	(30,994)
Shelters, fencing and bus stop signs	(7,081)	(1,051)	-	(8,132)
Right-to-use subscriptions	(2,219)	(1,044)	315	(2,948)
Other vehicles	(2,132)	(247)	-	(2,379)
Total Accumulated Depreciation and Amortization	(292,417)	(18,905)	315	(311,007)
Nondepreciable Capital Assets				
Land	56,915	-	-	56,915
Construction in progress	32,146	36,895	(15,107)	53,934
Total Nondepreciable Capital Assets	89,061	36,895	(15,107)	110,849
Capital Assets, Net	\$ 175,065	\$ 34,204	\$ (15,107)	\$ 194,162

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

Capital asset activity for the Fiscal Year ended June 30, 2024, was as follows (in thousands):

	Balance at July 01, 2023	Additions	Deletions	Balance at June 30, 2024
Capital Assets at Cost				
Buses and bus equipment	\$ 200,080	\$ 16,402	\$ -	\$ 216,482
Buildings and building improvements	76,803	631	-	77,434
Maintenance and other equipment	35,133	197	-	35,330
Furniture and fixtures	30,692	28	-	30,720
Shelters, fencing and bus stop signs	11,878	-	-	11,878
Right-to-use subscriptions	3,335	208	-	3,543
Other vehicles	2,524	551	(41)	3,034
Total Capital Assets at Cost	360,445	18,017	(41)	378,421
Less Accumulated Depreciation/Amortization for				
Buses and bus equipment	(138,787)	(12,942)	-	(151,729)
Buildings and building improvements	(66,346)	(1,410)	-	(67,756)
Maintenance and other equipment	(30,397)	(944)	-	(31,341)
Furniture and fixtures	(30,055)	(104)	-	(30,159)
Shelters, fencing and bus stop signs	(6,026)	(1,055)	-	(7,081)
Right-to-use subscriptions	(1,374)	(845)	-	(2,219)
Other vehicles	(1,918)	(255)	41	(2,132)
Total Accumulated Depreciation and Amortization	(274,903)	(17,555)	41	(292,417)
Nondepreciable Capital Assets				
Land	56,915	-	-	56,915
Construction in progress	11,105	38,850	(17,809)	32,146
Total Nondepreciable Capital Assets	68,020	38,850	(17,809)	89,061
Capital Assets, Net	\$ 153,562	\$ 39,312	\$ (17,809)	\$ 175,065

Note 6 - Related Parties

Peninsula Corridor Joint Powers Board (JPB)

The District is a member of the Peninsula Corridor Joint Powers Board (JPB) along with the Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco (CCSF). The JPB is governed by a separate board comprised of nine members—three appointed by each member agency.

On October 31, 2008, the three JPB member agencies, together with the Metropolitan Transportation Commission (MTC), executed a restated *Real Property Ownership Agreement* (RPOA) to fully resolve outstanding financial issues related to the acquisition of the Caltrain right-of-way (ROW), which had initially been funded by the District. Under the agreement, both CCSF and VTA agreed to reimburse the District using a combination of population-based and revenue-based gasoline “spillover” funds. These funds were to be paid directly to the District by MTC, SFMTA, and VTA.

In recognition of the District's reduction of the interest rate applied to its advance of funds for the ROW purchase, the RPOA further designated the District as Managing Agency of the JPB, to serve in that role "unless and until it no longer chooses to do so." As of June 30, 2025, the District has received full reimbursement of \$53.3 million under the RPOA from spillover funds, Federal Transportation Improvement Program funds, and local contributions from VTA and SFMTA.

In August 2022, the District, JPB, CCSF, and VTA entered into a binding *Memorandum of Understanding* (MOU) to resolve remaining issues related to governance and reimbursement for the District's initial advance of funds. In recognition of the delay in repayment and in exchange for the District's assignment of certain Managing Agency rights to the JPB, CCSF and VTA agreed to make an additional \$15.2 million payment to the District. This payment was received in full during Fiscal Year 2024, completing all of the composite reimbursement obligations associated with the Caltrain right-of-way and the District subsequently reconveyed its tenancy-in-common interest in the right-of-way to the JPB.

Separate from cost reimbursement related to the purchase of the Caltrain right-of-way, The District also receives reimbursement for shared administrative services, office space, facilities and equipment, insurance and other operational necessities it provides to the JPB as the Managing Agency. The District had total receivables from the JPB of \$24,556,000 at June 30, 2025, up from \$5,816,000 at June 30, 2024, for advances of staff support and operating costs. Complete financial statements for the JPB can be found at:

<https://www.caltrain.com/about-caltrain/statistics-reports/annual-comprehensive-financial-reports>.

San Mateo County Transportation Authority (Transportation Authority)

The Transportation Authority was formed in June 1988 as a result of the approval of Measure A (half-cent county sales tax and Transportation Expenditure Plan) by the voters of San Mateo County pursuant to the Bay Area County Traffic and Transportation Funding Act. The Transportation Authority was and continues to be responsible for the administration of funds to be used for transportation projects collected over a period of 20 years by the half-cent county sales tax. The Transportation Authority designated the District as the entity responsible for overall management of the Transportation Authority. In November 2004, the voters reauthorized the sales tax to be collected for an additional 25 years (through 2033) and administered by the Transportation Authority in accordance with a new publicly developed Expenditure Plan.

In addition, the District's Measure W sales tax ordinance authorizes the District to transfer one-half of the revenues from that half-cent sales tax to the Transportation Authority for administration. Accordingly, the Transportation Authority now administers the Measure W Congestion Relief Program elements related to highways, roadways, bicycle/pedestrian projects, and regional transportation connections.

Without further voter approval, the Transportation Authority is expected to exist for so long as it continues to administer and/or implement programs/projects funded by Measure A.

As the Managing Agency, the District has total receivables from the Transportation Authority of \$2,494,000 and \$1,102,000 at June 30, 2025 and 2024 respectively, for advances of staff support, office space and equipment, and other operating costs. Complete financial statements for the Transportation Authority can be found at: <https://www.smcta.com/resources/finance/annual-comprehensive-financial-reports>.

San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA)

In May of 2019, the Transportation Authority and City/County Association of Governments of San Mateo County ("C/CAG") formed the San Mateo County Express Lanes Joint Powers Authority ("SMCEL-JPA") through a Joint Exercise of Powers Agreement to exercise their shared rights to own, administer and manage the San Mateo County U.S. 101 Express Lanes Project. Under that agreement, the District (as Managing Agency for the Transportation Authority) and C/CAG both provide staff support to the SMCEL-JPA. The District's staff supports the JPA's financial activities (e.g., budgeting, accounting, audits, and treasury), marketing (including marketing use of the lanes and promoting the broader benefits of the lanes), and communications (including media and community relations, and the SMCEL-JPA's website). The Transportation Authority compensates the District for staff time spent in support of the SMCEL-JPA; the SMCEL-JPA, in turn, reimburses the Transportation Authority such costs.

The District has total receivables from the SMCEL-JPA of \$219,000 and \$34,000 at June 30, 2025 and 2024 respectively, for advances of staff support and operating costs. Complete financial statements for the Transportation Authority can be obtained from the Transportation Authority at 1250 San Carlos Ave., San Carlos, California, 94070.

Note 7 - Leases

Lease Receivable

As the Lessor, the District entered into lease agreements for mainly commercial, rental, and parking transactions. The lease terms expire between 2027 and 2116, with some leases containing options to renew. The District, as lessor, has accrued receivables for mainly ground/commercial leases. Currently, there are four ground leases and five commercial leases, the leases receivable as of June 30, 2025 and June 30, 2024 were \$74,950,000 and \$76,021,000, respectively. Deferred inflows of resources related to leases were \$72,924,000 and \$74,413,000 as of June 30, 2025 and June 30, 2024, respectively. Lease revenue recognized on the leases were \$1,071,000 in fiscal year June 30, 2025 and \$1,077,000 in fiscal year June 30, 2024. Interest revenue recognized on the leases were \$1,083,000 in the fiscal year ended June 30, 2025 and \$1,112,000 in fiscal year ended June 30, 2024. Final receipts for commercial leases are through the current fiscal year, and through the fiscal year 2116 for ground leases.

The District's variable payments are calculated using the annual consumer price index (CPI), a specific % increase or a specific dollar amount. If the CPI is not specified in the contract, the Applicable Federal Rate (AFR) is used. The District has no residual value grantees included in the measurement of lease assets, liabilities, or deferred inflows of resources and lease receivable for the year ended June 30, 2025. The District had no remeasurement during the fiscal year.

Note 8 - Long-Term Debt**Composition and Changes**

The District generally incurs long-term debt to finance projects or purchase assets, which will have useful lives equal to or greater than the related debt. The District's debt issues and transactions are summarized below and discussed in detail thereafter.

Long-term debt activity for the year ended June 30, 2025 is as follows (in thousands):

	Original Issue Amount	Balance at July 01, 2024	Additions	Deletions	Balance at June 30, 2025	Current Balance at June 30, 2025
Limited Tax Bonds						
2015 Series A Refunding Bonds 3.00%-5.00%, due 6/1/2034	\$ 210,280	\$ 149,005	\$ -	\$ (149,005)	\$ -	\$ -
2025 Series A Refunding Bonds 5.00%, due 6/1/2034	122,305	-	122,305	-	122,305	12,480
Subscription liability		1,223	1,108	(978)	1,353	704
Total debt		150,228	123,413	(149,983)	123,658	13,184
Unamortized bond premium						
2015 Series A Refunding Bonds		8,707	-	(8,707)	-	
2025 Series A Refunding Bonds		-	14,913	(930)	13,983	
Total debt payable		\$ 158,935	\$ 138,326	\$ (159,620)	\$ 137,641	

Long-term debt activity for the year ended June 30, 2024 is as follows (in thousands):

	Original Issue Amount	Balance at July 01, 2023	Additions	Deletions	Balance at June 30, 2024	Current Balance at June 30, 2024
Limited Tax Bonds						
2015 Series A Refunding Bonds	\$ 210,280	\$ 160,830	\$ -	\$ (11,825)	\$ 149,005	\$ 12,390
Subscription liability		1,769	208	(754)	1,223	737
Total debt		162,599	208	(12,579)	150,228	\$ 13,127
Unamortized bond premium		10,616	-	(1,909)	8,707	
Total debt payable		\$ 173,215	\$ 208	\$ (14,488)	\$ 158,935	

Description of the District's Long-Term Debt Issues

2025 Series A Refunding Bond – In Fiscal Year 2025 the District issued \$122,305,000 in 2025 Series A Bonds, which refunded the 2015 Series Refunding Bonds original issue of \$210,280,000.

The District issued the 2025 Series Bonds in order to advance refund all of its prior debt secured by the Sales Tax, which refunded in the 2015 Series A Refunding Bond was comprised of \$56,420,000 aggregate principal amount of the 1993 Series A Bonds, \$218,990,000 aggregate principal amount of the 2005 Series A Bonds and \$10,505,000 aggregate principal amount of the 2009 Series A Bonds. The proceeds of the 2025 Series Bonds were used to refund and legally defease all outstanding 2015 Series A Refunding Bonds, which had originally been issued to advance refund all of the 1993 Series A Bonds, the 2005 Series A Bonds, and the 2009 Series A Bonds (hereinafter collectively referred to as the Prior Bonds).

Economic Gain on Advance Refunding

The net proceeds of \$136,615,000 (after payment of \$603,000 in underwriting fees and other issuance costs) in connection with the refunding and defeasance of the Prior Bonds, were deposited into Escrow per the Escrow Agreement, dated as of April 1, 2025 (the Escrow Agreement), with U.S. Bank National Association, as trustee and escrow agent (the Escrow Agent), pursuant to which the Escrow Agent established escrow funds (each, an Escrow Fund) to provide for the payment of the principal of and interest on the Prior Bonds to their date of redemption or maturity, as applicable. Amounts deposited in each Escrow Fund are expected to be invested in direct obligations of, or obligations which are unconditionally guaranteed by, the United States of America (the Escrow Securities), the principal of and interest on which, together with any cash held uninvested in such Escrow Fund, will be sufficient to pay the principal of and interest on the Prior Bonds secured by such Escrow Fund to the date of their redemption or maturity, as applicable. The net carrying amount of the old debt exceeded the reacquisition price by \$4,519,000. This amount is reported as a deferred inflow of resources and amortized over the remaining life of the refunding debt, which had the same life as the refunded debt. The advance refunding reduced its total debt service payments by \$13,400,000 and obtained an economic gain (difference between the present values of the debt service payments on the old and new debt) of \$11,555,000.

Pledged Revenues and Future Debt Service

Amounts deposited in each Escrow Fund are pledged to the payment of the Prior Bonds secured by such Escrow Fund and will not be available for the payment of any bonds other than the Prior Bonds secured by such Escrow Fund. Interest on the 2025 Series Bonds is payable semiannually on June 1 and December 1 of each year. The 2025 Series Bonds are subject to optional redemption prior to their respective stated maturities. Principal on the 2025 Series A is payable on June 1, 2026, and annually thereafter on June 1 of each year through 2034.

The 2025 Series Bonds are special obligations of the District payable from the receipts of a sales tax to assist in the financing or refinancing of facilities necessary or convenient for the provision of transit services. The amount and terms of pledged revenue is the outstanding secured debt service as noted on the debt service requirement schedule in the following paragraph. The amount of pledged revenues recognized for the secured debt was \$171.4 million and the amount required for the debt service was \$20.6 million during Fiscal Year 2025. The pledged revenue coverage was 8.32 percent.

Debt Service Requirements to Maturity

Future Debt Service requirements are as follows (in thousands):

Fiscal Year Ending June 30,	2025 Series A		
	Principal	Interest	Total
2026	\$ 12,480	\$ 6,115	\$ 18,595
2027	13,010	5,491	18,501
2028	13,275	4,841	18,116
2029	13,180	4,177	17,357
2030	13,835	3,518	17,353
2031-2034	56,525	6,800	63,325
Total debt service	\$ 122,305	\$ 30,942	\$ 153,247

Subscription Liabilities

The District has nine subscription arrangements as subscriber primarily for software as a service (SaaS) and platform as a service (PaaS) as of June 30, 2025. Two of which came to termination as of year-end and three new arrangements which were procured during the year. Most subscriptions have initial terms of up to three years. The District is required to make interest and principal payments through June 30, 2030. As the interest rate implicit in the District's subscriptions are not readily determinable, the District utilizes the Applicable Federal Rate (AFR) to discount the subscription payments.

During the Fiscal year, the District recorded \$1,044,000 in amortization expense and \$70,000 in interest expense for the right to use subscription software.

Future Subscription liability requirements are as follows (in thousands):

Fiscal year Ending June 30,		
	Principal	Interest
2026	\$ 704	\$ 50
2027	364	27
2028	122	13
2029	129	6
2030	34	-
Total	\$ 1,353	\$ 96

Note 9 - Pension Plan**Plan Description****General Information About the Pension Plans**

Plan Descriptions – All qualified permanent and probationary employees, including those assigned to work for the Peninsula Corridor Joint Powers Board (JPB) and the San Mateo County Transportation Authority (Transportation Authority), are eligible to participate in the District's defined benefit pension plan, an agent multiple-employer defined benefit pension plan administered by the California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefits are established by contract with CalPERS in accordance with the provisions of the Public Employees' Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Benefits Provided – CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of CalPERS credited service are eligible to retire at age 50 with statutorily reduced benefits. Effective January 1, 2013, new CalPERS members are subject to the Public Employees' Pension Reform Act (PEPRA); to be eligible for retirement, a PEPRA employee must be at least 52 years of age. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The plan provisions and benefits in effect at June 30, 2025, are summarized as follows:

Hire date	Prior to June 1, 2012	June 1, 2012 through December 31, 2012	On or after January 1, 2013
Benefit formula	2.0% at 55	2.0% at 60	2.0% at 62
Minimum years of service to vest	5 years service	5 years service	5 years service
Benefit payments	monthly for life	monthly for life	monthly for life
Earliest retirement age	50	50	52
Required employee contribution rates	7.000%	7.000%	7.000%
Required employer contribution rates*	9.480%	9.480%	9.480%

*Excluding an additional UAL payment in the amount of \$7,216,869

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

Employees Covered – At June 30, 2025, the following employees were covered by the plan:

Inactive employees (or their beneficiaries) currently receiving benefits	750
Inactive employees entitled to but not yet receiving benefits	260
Active employees	783

Total number of employees covered by the benefit terms	1,793
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Employees Covered – At June 30, 2024, the following employees were covered by the plan:

Inactive employees (or their beneficiaries) currently receiving benefits	719
Inactive employees entitled to but not yet receiving benefits	251
Active employees	734

Total number of employees covered by the benefit terms	1,704
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Contributions – Section 20814(c) of the California Public Employees’ Retirement Law requires that the employer contribution rates for all public employers to be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions are determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The District is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

Annually, in addition to funding the “normal cost” of the pension plan, the District is required to amortize a portion of the unfunded accrued liability through a payment into the plan. A portion of this cost is attributed to the JPB and the Transportation Authority. In Fiscal Year 2025, the JPB’s portion of this payment was \$1,088,000, and the Transportation Authority’s portion of this payment was \$423,000; In Fiscal Year 2024, the JPB’s portion of this payment was \$976,000, and the Transportation Authority’s portion of this payment was \$124,000.

On May 3, 2023, the District’s Board of Directors approved establishment of a California Employers’ Pension Prefunding Trust (CEPPT) Account for the District with the California Public Employees’ Retirement System (CalPERS) and directed the staff to open and fund the trust account over FY23 and FY24 with a \$21 million pension prepayment reserve fund contribution that was included in the District’s 2023 Operating Budget. The CalPERS CEPPT trust fund program allows state and local public employers to prefund their future pension costs through an investment vehicle designed to accumulate assets over time. By establishing a CEPPT trust fund account, the District can proactively manage its long-term pension costs and liabilities by using assets in the trust to manage growing pension liabilities, including future normal costs and Unfunded Accrued Liability (UAL) payments. The assets in the trust can be used to stabilize pension rates and offset unexpected contribution rate increases, as well as to act as a rainy-day fund to ensure resources are available for pension obligations when revenues are impaired, based on economic or other conditions. As of June 30, 2024, the District has contributed the entire \$21 million reserve in the Account.

Net Pension Liability

The District's net pension liability for Fiscal Year 2025 is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability for Fiscal Year 2025 is measured as of June 30, 2024, using an actuarial valuation as of June 30, 2023 rolled forward to June 30, 2024 using standard update procedures. The District's net pension liability for Fiscal Year 2024 is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability for Fiscal Year 2024 is measured as of June 30, 2023, using an annual actuarial valuation as of June 30, 2022 rolled forward to June 30, 2023 using standard update procedures. Net pension liability includes all employees assigned to work for the JPB and the Transportation Authority. A summary of principal assumptions and methods used in the latest actuarial valuation to determine the net pension liability follows.

Actuarial Assumptions – The total pension liabilities in the June 30, 2024 and June 30, 2025 actuarial valuations were determined using the following actuarial assumptions:

	2024	2025
Valuation Date	June 30, 2022	June 30, 2023
Measurement Date	June 30, 2023	June 30, 2024
Actuarial Cost Method	Entry-Age Normal Cost Method	Entry-Age Actuarial Cost Method
Actuarial Assumptions		
Discount Rate	6.90%	6.90%
Inflation	2.50%	2.30%
Payroll Growth	2.75%	2.80%
Projected Salary Increase	Varies by Entry-Age and Service	Varies by Entry-Age and Service
Investment Rate of Return	7.00% (1)	6.80% (1)
Mortality	(2)	(2)

(1) Net of pension plan investment and administrative expenses, including inflation.

(2) The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. Mortality rates incorporate full generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries.

Discount Rate – The discount rate used to measure the total pension liability was 6.9% (7.15% in 2022) percent for each Plan for both Fiscal Years ended June 30, 2025 and 2024. The projection of cash flows used to determine the discount rate assumed that employee contributions will be made at the current contribution rate and that the District’s contributions will be made at rates equal to the difference between actuarially determined contributions rates and the employee rate. Based on those assumptions, the pension plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected 6.9% rate of return on pension plan investments, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds’ asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class¹	New Strategic Allocation	Real Returns^{1,2}
Global Equity - Cap-weighted	30.0%	4.54%
Global Equity Non-Cap-weighted	12.0%	3.84%
Private Equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.21%
Leverage	-5.0%	-0.59%
Total	100%	

(1) An expected inflation of 2.30% used for this period.

(2) Figures are based on the 2022 Asset Liability Management study.

Source: CalPERS 2024 Annual Comprehensive Financial Report.

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

Changes in the Net Pension Liability

The changes in the net pension liability recognized over the measurement period ended June 30, 2024 (Fiscal Year ended June 30, 2025) is as follow (in thousands):

	Increase (Decrease)		
	Total Pension	Fiduciary Net	Net Pension
	Liability	Position	Liability
Balance at June 30, 2024	\$ 456,323	\$ 361,762	\$ 94,561
Changes recognized for the measurement period			
Service cost	12,944	-	12,944
Interest on the total pension liability	31,547	-	31,547
Changes of benefit terms	-	-	-
Difference between expected and actual experience	5,704	-	5,704
Contributions from the employer	-	14,384	(14,384)
Contributions from employees	-	6,759	(6,759)
Net investment income	-	34,731	(34,731)
Benefit Payments, including refunds	(22,581)	(22,581)	-
Administrative Expense	-	(294)	294
Net changes	27,614	32,999	(5,385)
Balance at June 30, 2025	\$ 483,937	\$ 394,761	\$ 89,176

The changes in the Net Pension Liability recognized over the measurement period ended June 30, 2023 (Fiscal Year ended June 30, 2024) is as follow (in thousands):

	Increase (Decrease)		
	Total Pension	Fiduciary Net	Net Pension
	Liability	Position	Liability
Balance at June 30, 2023	\$ 433,260	\$ 342,963	\$ 90,297
Changes recognized for the measurement period			
Service cost	11,456	-	11,456
Interest on the total pension liability	29,756	-	29,756
Changes of assumptions	499	-	499
Difference between expected and actual experience	2,157	-	2,157
Net plan to plan resource movement	-	-	-
Contributions from the employer	-	13,146	(13,146)
Contributions from employees	-	5,348	(5,348)
Net investment income	-	21,362	(21,362)
Benefit Payments, including refunds	(20,805)	(20,805)	-
Administrative Expense	-	(252)	252
Net changes	23,063	18,799	4,264
Balance at June 30, 2024	\$ 456,323	\$ 361,762	\$ 94,561

Sensitivity of the Net Pension Liability to Changes in the Discount Rate – The following presents the net pension liability for the measurement period ended June 30, 2024 (Fiscal Year ended June 30, 2025) calculated using the plan discount rate, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate (in thousands):

	<u>1% Decrease</u>	<u>Current</u>	<u>1% Increase</u>
Discount Rate	5.90%	6.90%	7.90%
Net Pension Liability	\$ 149,577	\$ 89,176	\$ 38,793

The following presents the net pension liability for the measurement period ended June 30, 2023 (Fiscal Year ended June 30, 2024) calculated using the plan discount rate, as well as what the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate (in thousands):

	<u>1% Decrease</u>	<u>Current</u>	<u>1% Increase</u>
Discount Rate	5.90%	6.90%	7.90%
Net Pension Liability	\$ 151,812	\$ 94,561	\$ 46,796

Pension Plan Fiduciary Net Position – Detailed information about each pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions – For the year ended June 30, 2025, the District recognized pension expense of \$18,400,000. At June 30, 2025, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Pension contributions subsequent to measurement date	\$ 16,513	\$ -
Changes of assumptions	1,823	-
Differences between expected and actual experiences	4,962	(696)
Net differences between projected and actual earnings on plan investments	5,519	-
Total	\$ 28,817	\$ (696)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions – For the year ended June 30, 2024, the District recognized pension expense of \$18,735,000. At June 30, 2024, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources (in thousands):

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 14,379	\$ -
Changes of assumptions	5,468	-
Differences between expected and actual experiences	1,522	(2,318)
Net differences between projected and actual earnings on plan investments	16,337	-
Total	\$ 37,706	\$ (2,318)

Deferred outflows of resources related to contributions subsequent to the measurement date is \$16,513,000, which will be recognized as a reduction of the net pension liability in the next fiscal year. Other amounts reported as deferred outflows and inflows of resources related to pensions will be recognized as a reduction to pension expense as follows (in thousands):

Year Ended June 30	
2026	3,131
2027	11,153
2028	(710)
2029	(1,966)
Total	\$ 11,608

Note 10 - Post-Retirement Health Care Benefits

Plan Description and Benefits Provided

In August 1993, the District's Board of Directors adopted the San Mateo County Transit District Retiree Healthcare Plan (Plan). The Plan provides lifetime post-retirement CalPERS medical care insurance benefits to qualified retirees, those who have attained at least 50 years of age and have at least five years of service and who retire under CalPERS within 120 days of separation from District employment, and their eligible dependents and surviving spouses. Benefit allowance provisions are established, and may be amended, through agreements and memorandums of understanding (MOUs) between the District, its management employees and unions representing District employees. In April 2008, the District's Board of Directors adopted an Other Post Employment Benefit (OPEB) funding plan (Plan) and in April 2009, as authorized by that plan, adopted the California Employers' Retiree Benefit Trust (CERBT), a tax-exempt Internal Revenue Code section 115 trust administered by CalPERS.

The Plan provides qualified retirees for life with a cash subsidy in the form of a fixed-dollar District contribution directly to CalPERS for monthly medical insurance premiums of up to \$476 for employee-only coverage, \$953 for employee-plus-one coverage, or \$1,239 for employee-plus-two coverage. However, for Kaiser plans specifically, the rate is \$432 for employee coverage, \$864 for employee-plus-one coverage, or \$1,123 for employee-plus-family coverage. Retirees can select from various health plans offered by the District through CalPERS such as Blue Shield, Kaiser, Health Net, Anthem, Western Health Advantage, Sharp, and United Healthcare. If a qualified retiree waives coverage, the retiree will not receive the District's contribution. These plans are subject to change based on CalPERS contractual agreements.

The District contributes to the CERBT, an agent multiple employer defined benefit other postemployment benefits plan that is an irrevocable trust established to fund postemployment healthcare benefits. This trust is not considered a component unit of the District and is excluded from these financial statements. The CERBT issues a publicly available annual financial report, which may be obtained from the CalPERS website. At the June 30, 2023 and June 30, 2024 measurement dates, the numbers of active and retired District employees covered by the Plan were as follows:

Measurement date	2024	2023
Retired employees receiving benefits	449	436
Retired employees entitled to but not receiving benefits	199	136
Active plan members	884	794
Total	1,532	1,366

Funding Policy and Contribution

The Plan also called for increasing amounts to be funded into the trust each year until the full Annual Determined Contribution (ADC) can be funded on an annual basis. The District contributes an amount that is actuarially determined that represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed thirty years.

In Fiscal Year ended June 30, 2025, the District contributed \$4,236,000 to the established trust fund through CERBT. In addition, the District contributed \$3,290,000 in pay-as-you-go amounts for the year ended June 30, 2025. Additional contributions were in the form of an implicit subsidy in the amount of \$605,000 were made.

In Fiscal Year ended June 30, 2024, the District contributed \$4,000,000 to the established trust fund through CERBT. In addition, the District contributed \$3,036,000 in pay-as-you-go amounts for the year ended June 30, 2024. Additional contributions in the form of an implicit subsidy in the amount of \$717,000 were made.

Annually, in addition to funding the “normal cost” of the OPEB plan, the District is required to amortize a portion of the unfunded accrued liability through a payment into the plan. A portion of this cost is attributed to the JPB and the Transportation Authority. In Fiscal Year 2025, the JPB’s portion of this payment was \$456,000, and the Transportation Authority’s portion of this payment was \$268,000; In Fiscal Year 2024, the JPB’s portion of this payment was \$456,000, and the Transportation Authority’s portion of this payment was \$32,000.

Net OPEB Liability

The District’s net OPEB liability includes all employees assigned to work for the JPB and the Transportation Authority. It was measured as of June 30, 2024 for the Fiscal Year ended on June 30, 2025 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2023 that was based on the following actuarial methods and assumptions:

Valuation Date	June 30, 2023
Measurement Date	June 30, 2024
Actuarial Cost Method	Entry Age Normal, Level Percentage of Payroll
Discount Rate	6.25%
Inflation	2.50%
Investment Rate of Return	6.25%
Mortality	Projected fully generational with Scale MP-2021
Healthcare Trend Rate	Non-Medicare – 8.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 Medicare – 6.25% for 2025, decreasing to an ultimate rate of 3.45% in 2076

The District’s net OPEB liability was measured as of June 30, 2023 for the Fiscal Year ended on June 30, 2024 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation dated June 30, 2023, that was based on the following actuarial methods and assumptions:

Valuation Date	June 30, 2023
Measurement Date	June 30, 2023
Actuarial Cost Method	Entry Age Normal, Level Percentage of Payroll
Discount Rate	6.25%
Inflation	2.50%
Investment Rate of Return	6.25%
Mortality	Projected fully generational with Scale MP-2021
Healthcare Trend Rate	Non-Medicare – 8.50% for 2025, decreasing to an ultimate rate of 3.45% in 2076 Medicare – 6.25% for 2025, decreasing to an ultimate rate of 3.45% in 2076

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation ⁽¹⁾	Long-Term Expected Real Rate of Return ⁽²⁾⁽³⁾
Global Equity	49.00%	4.56%
Fixed Income	23.00%	1.56%
TIPS	5.00%	-0.08%
Commodities	3.00%	1.22%
REITs	20.00%	4.06%
	100.00%	

(1) The long-term expected real rates of return are presented as geometric means.

(2) Includes 2.5% inflation.

(3) Expected Long-Term Net Rate of Return, Rounded = 6.25%

Discount Rate

The discount rate used to measure the total OPEB liability was 6.25 percent for the measurement date as of June 30, 2024 and 6.25 percent for the measurement date as of June 30, 2023. The projection of cash flows used to determine the discount rate assumed that District contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Change in Net OPEB Liability

The changes in the net OPEB liability for the District's plan over the measurement period ended June 30, 2024 (Fiscal Year ended June 30, 2025) are as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at June 30, 2024	\$ 51,546	\$ 42,552	\$ 8,994
Changes for the year:			
Service cost	1,666	-	1,666
Interest	3,209	-	3,209
Differences between actual and expected experience		-	-
Changes in assumptions		-	-
Contribution - employer	-	7,765	(7,765)
Net investment income	-	4,680	(4,680)
Benefit payments and refunds	(3,753)	(3,753)	-
Administrative expenses	-	(26)	26
Net changes	1,122	8,665	(7,544)
Balance at June 30, 2025	\$ 52,668	\$ 51,217	\$ 1,451

The changes in the net OPEB liability for the District's plan over the measurement period ended June 30, 2023 (Fiscal Year ended June 30, 2024) are as follows:

	Increase (Decrease)		
	Total OPEB Liability	Plan Fiduciary Net Position	Net OPEB Liability
Balance at June 30, 2023	\$ 54,461	\$ 36,141	\$ 18,320
Changes for the year:			
Service cost	1,734	-	1,734
Interest	3,405	-	3,405
Changes in benefit terms		-	-
Differences between actual and expected experience	(3,424)	-	(3,424)
Changes in assumptions	(1,203)	-	(1,203)
Contribution - employer	-	7,438	(7,438)
Net investment income	-	2,422	(2,422)
Benefit payments and refunds	(3,427)	(3,427)	-
Administrative expenses	-	(22)	22
Net changes	(2,915)	6,411	(9,326)
Balance at June 30, 2024	\$ 51,546	\$ 42,552	\$ 8,994

Sensitivity of the Net OPEB Liability to Changes in the Discount Rate

The following presents the net OPEB liability of the District if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the year ended June 30, 2025 and 2024:

Net OPEB Liability for the Fiscal Year Ended on June 30, 2025					
Discount Rate - 1%		Current Discount Rate		Discount Rate + 1%	
(5.25%)		(6.25%)		(7.25%)	
\$	6,403	\$	1,451	\$	(2,825)

Net OPEB Liability for the Fiscal Year Ended on June 30, 2024					
Discount Rate - 1%		Current Discount Rate		Discount Rate + 1%	
(5.25%)		(6.25%)		(7.25%)	
\$	13,879	\$	8,994	\$	4,778

Sensitivity of the Net OPEB Liability to Changes in the Health Care Cost Trend Rates

The following presents the net OPEB liability of the District if it were calculated using health care cost trend rates that are one percentage point lower or one percentage point higher than the current rate, for the year ended June 30, 2025 and 2024:

Net OPEB Liability for the Fiscal Year Ended on June 30, 2025					
Trend Rate - 1%		Current Trend		Trend Rate + 1%	
\$	108	\$	1,451	\$	3,271

Net OPEB Liability for the Fiscal Year Ended on June 30, 2024					
Trend Rate - 1%		Current Trend		Trend Rate + 1%	
\$	7,806	\$	8,994	\$	10,580

OPEB Plan Fiduciary Net Position

CalPERS issues a publicly available financial report that may be obtained from CalPERS website at <http://www.calpers.ca.gov>.

San Mateo County Transit District

Notes to the Financial Statements

June 30, 2025 and June 30, 2024

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the Fiscal Year ended June 30, 2025, the District recognized an OPEB expense in the amount of \$1,072,000. As of Fiscal Year ended June 30, 2025, the District reported deferred outflows and inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB contributions subsequent to measurement date	\$ 8,141	\$ -
Changes of Assumptions	1,168	(1,079)
Differences between Expected and Actual Experiences	-	(3,986)
Net differences between projected and actual earnings on plan investments	309	-
Total	\$ 9,618	\$ (5,065)

For the Fiscal Year ended June 30, 2024, the District recognized an OPEB expense in the amount of \$2,107,000. As of Fiscal Year ended June 30, 2024, the District reported deferred outflows and inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB contributions subsequent to measurement date	\$ 7,765	\$ -
Changes of Assumptions	1,655	(1,455)
Differences between Expected and Actual Experiences	-	(5,424)
Net differences between projected and actual earnings on plan investments	2,486	-
Total	\$ 11,906	\$ (6,879)

Recognition of Deferred Outflows and Deferred Inflows of Resources

Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time. Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense. The recognition period differs depending on the source of the gain or loss. The contributions made subsequent to the measurement date will be recognized as a reduction of the net OPEB liability in the next fiscal year. The other deferrals are amortized over the remaining 5 years from 2026 to 2030 and thereafter as follows:

Year Ended June 30	
2026	\$ (1,140)
2027	242
2028	(1,167)
2029	(1,102)
2030	(421)
Total	\$ (3,588)

Note 11 - Insurance Programs

The District is exposed to various risks of loss including but not limited to those related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees, and natural disasters. The District is self-insured for a portion of its public liability, property damage and workers' compensation liability. As of June 30, 2025, coverage provided by self-insurance and excess coverage (purchased by the District) is generally summarized as follows:

Type of Coverage	Self-Insured Retention (in thousands)	Excess Insurance (in thousands)
General Liability and Property of Others	\$3,000 per occurrence	\$99,000 per occurrence/ annual aggregate
Workers' Compensation	\$1,000 per occurrence	\$10,000 per occurrence
Employment Practices	\$500 per claim	\$5,000 aggregate
Bus Physical Damage	\$100 maximum per vehicle / \$150 maximum per occurrence	\$25,000 per occurrence \$164,000 Total Insurable Values (TIV)
Real and Personal Property	\$25 per occurrence	\$154,000 Total Insurable Values (TIV)
Environmental Liability	\$50 per occurrence	\$5,000 per occurrence / annual aggregate
Fiduciary Liability	\$10 per occurrence	\$2,000 aggregate
Cyber Liability	\$100 per occurrence	\$10,000 aggregate
Crime Insurance/Employee Dishonesty	\$50 per occurrence except for computer fraud and funds transfer	\$5,000 per loss
Kidnap & Ransom	\$0	\$1,000 aggregate

With the exception of the older, 2009 Gillig buses insured at actual cash value (ACV), all rolling stock is insured at full replacement value for total insurable values (TIV) of \$164,066,000. Real and Personal Property is insured for total insurable values (TIV) of \$153,987,000 and is inclusive of \$25,000,000 in state and federally mandated flood insurance. General Liability is inclusive of Public Officials Liability up to \$50,000,000. Coverage extends to the Transportation Authority in excess of the Authority's own \$11,000,000 in general liability coverage and \$3,000,000 public officials liability policy. Terrorism coverage applies to Liability and Property. Earthquake coverage remains cost prohibitive to procure. To date there have been no significant reductions in any of the District's insurance coverage. Settlements have not exceeded excess coverages for each of the past three Fiscal Years.

The unpaid claims liabilities are based on the results of actuarial studies and include amounts for claims incurred but not reported and incremental claim expenses. Allocated and unallocated claims adjustment expenses are included in the claims liability balances. Claims liabilities are calculated considering the effects of inflation, recent claim settlement trends, including frequency and amount of payouts, and other economic and social factors.

Annual expense is charged using various allocation methods that include actual costs, trends in claims experience, and number of participants. It is the District's practice to obtain full actuarial studies annually.

Changes in the balances of claims liabilities for the three years ended June 30 for public liability, property damage and workers' compensation are as follows (in thousands):

	2025	2024	2023
Self-insurance liabilities, beginning of year	\$ 18,629	\$ 12,271	\$ 9,167
Incurred claims and changes in estimates	9,618	11,259	6,917
Claim payments and related costs	(5,706)	(4,901)	(3,813)
Total Self-insurance claims liabilities	22,541	18,629	12,271
Less current portion	8,303	7,207	4,838
Noncurrent portion	\$ 14,238	\$ 11,422	\$ 7,433

Note 12 - Commitment and Contingent Liabilities

Legal

The District is directly and indirectly involved in various litigation matters relating principally to claims alleging personal injury and property damage arising from incidents related to the provision of its transit service. In the opinion of District management and legal counsel, as of June 30, 2025, the ultimate resolution of these matters will not materially affect the District's financial position.

Grants

The District's grants are subject to review and audit. Such audits could lead to requests for reimbursement for expenditures disallowed under the terms of the grants. In the opinion of District management, such allowances, if any, will not materially affect the District's financial position.

Note 13 - Hedge Program

In order to create more certain future diesel fuel costs and to manage the budget risk caused by uncertain future diesel fuel prices, the District established a diesel fuel hedging program. The hedging instruments used are New York Harbor Ultra Low Sulfur Diesel (NYHRBRULSD) futures contracts with a notional amount of 42,000 gallons each as listed on the New York Mercantile Exchange Clearinghouse (NYMEX).

As of June 30, 2025, the District had 31 futures contracts. As of June 30, 2025, the aggregate fuel hedge contracts covered a period from July 2024 through June 2025. As of June 30, 2024, The District had 35 futures contracts. As of June 30, 2023, the aggregate fuel hedge contracts covered a period from July 2023 through June 2024.

The District enters into futures contracts to hedge its price exposures to diesel fuel which is used in District vehicles to provide transportation. These contracts are derivative instruments. The effectiveness of the hedge is determined according to GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, which require a statistically strong relationship between the price of the futures contracts and the District's cost of diesel fuel from suppliers in order to ensure that the futures contracts effectively hedge the expected cash flows associated with diesel fuel purchases/exposures. The District applies hedge accounting for derivatives that are deemed effective hedges. Under hedge accounting, the increase (decrease) in the fair value of a hedge is reported as a deferred cash flow on the statement of net position. For the reporting period, all of the District's derivatives meet the effectiveness tests. Net gains/losses from completed hedges become an element of diesel fuel cost.

For diesel fuel futures contracts, the fair values are determined according to exchange settlement prices and the prices at which the futures contracts were purchased where each contract has a volume of 42,000 gallons. The following is a summary of the fair values and notional amounts of derivative instruments (diesel futures contracts) outstanding as of June 30, 2025 (in thousands):

(in thousands)	2025 Change in Fair Value		Fair Value, June 30, 2025		Notional
	Classification	Amount	Classification	Amount	
Effective Cash Flow Hedges					
Futures contracts	Deferred Inflow	\$ 5	Derivative Instruments	\$ (98)	1,890 Gallons

For diesel fuel futures contracts, the fair values are determined according to exchange settlement prices and the prices at which the futures contracts were purchased where each contract has a volume of 42,000 gallons. The following is a summary of the fair values and notional amounts of derivative instruments (diesel futures contracts) outstanding as of June 30, 2024 (in thousands):

(in thousands)	2024 Change in Fair Value		Fair Value, June 30, 2024		Notional
	Classification	Amount	Classification	Amount	
Effective Cash Flow Hedges					
Futures contracts	Deferred Outflow	\$ (384)	Derivative Instruments	\$ (103)	1,302 Gallons

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Required Supplementary Information
June 30, 2025

San Mateo County Transit District

San Mateo County Transit District
Schedule of Changes in the Net OPEB Liability and Related Ratios

(Amounts in thousands)	Fiscal Year 2025	Fiscal Year 2024	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018*
Total OPEB Liability								
Service cost	\$ 1,666	\$ 1,734	\$ 1,688	\$ 1,588	\$ 1,623	\$ 1,638	\$ 1,659	\$ 1,611
Interest on Total OPEB Liability	3,209	3,405	3,306	3,497	3,446	3,486	3,367	3,247
Changes of Assumptions	-	(1,203)	-	3,116	(931)	(330)	-	-
Difference Between Expected and Actual Experience	-	(3,424)	-	(3,838)	-	(2,076)	-	-
Benefit Payments, Including Refunds of Employee Contributions	(3,753)	(3,427)	(3,459)	(3,340)	(3,318)	(3,281)	(3,199)	(3,032)
Net Change in Total OPEB Liability	1,122	(2,915)	1,535	1,023	820	(563)	1,827	1,826
Total OPEB Liability - Beginning	51,546	54,461	52,926	51,903	51,083	51,646	49,819	47,993
Total OPEB Liability - Ending	<u>\$ 52,668</u>	<u>\$ 51,546</u>	<u>\$ 54,461</u>	<u>\$ 52,926</u>	<u>\$ 51,903</u>	<u>\$ 51,083</u>	<u>\$ 51,646</u>	<u>\$ 49,819</u>
Fiduciary Net Position								
Contributions - Employer	\$ 7,765	\$ 7,438	\$ 7,467	\$ 6,586	\$ 6,565	\$ 6,327	\$ 6,746	\$ 5,032
Net Investment Income	4,680	2,422	(5,364)	7,469	725	1,219	1,143	1,174
Benefit Payments, Including Refunds of Employee Contributions	(3,753)	(3,427)	(3,459)	(3,340)	(3,318)	(3,281)	(3,199)	(3,032)
Administrative Expense	(26)	(22)	(18)	(18)	(20)	(12)	(36)	(6)
Net Change in Fiduciary Net Position	8,666	6,411	(1,374)	10,697	3,952	4,253	4,654	3,168
Plan Fiduciary Net Position - Beginning	42,552	36,141	37,515	26,818	22,866	18,613	13,959	10,791
Plan Fiduciary Net Position - Ending	<u>\$ 51,218</u>	<u>\$ 42,552</u>	<u>\$ 36,141</u>	<u>\$ 37,515</u>	<u>\$ 26,818</u>	<u>\$ 22,866</u>	<u>\$ 18,613</u>	<u>\$ 13,959</u>
Net OPEB Liability - Ending	<u>\$ 1,450</u>	<u>\$ 8,994</u>	<u>\$ 18,320</u>	<u>\$ 15,411</u>	<u>\$ 25,085</u>	<u>\$ 28,217</u>	<u>\$ 33,033</u>	<u>\$ 35,860</u>
Fiduciary Net Position as a Percentage of the Total OPEB Liability	97.25%	82.55%	66.36%	70.88%	51.67%	44.76%	36.04%	28.02%
Covered Payroll	\$ 103,063	\$ 87,771	\$ 80,473	\$ 71,296	\$ 74,287	\$ 70,978	\$ 64,378	\$ 49,777
Net OPEB Liability as a Percentage of Covered Payroll	1.41%	10.25%	22.77%	21.62%	33.77%	39.75%	51.31%	72.04%
Measurement date	6/30/2024	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017

*Historical information is not available prior to the implementation of the OPEB standards.

San Mateo County Transit District
Schedule of OPEB Contributions

	Fiscal Year 2025	Fiscal Year 2024	Fiscal Year 2023	Fiscal Year 2022	Fiscal Year 2021	Fiscal Year 2020	Fiscal Year 2019	Fiscal Year 2018*
(Amounts in thousands)								
Actuarially Determined Contribution	\$ 8,141	\$ 7,765	\$ 7,438	\$ 7,467	\$ 6,585	\$ 6,565	\$ 6,326	\$ 6,080
Benefit Payments, Including Refunds of Employee Contributions	(8,141)	(7,765)	(7,438)	(7,467)	(6,585)	(6,565)	(6,326)	(6,080)
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	119,415	103,063	87,771	80,473	71,296	74,287	70,978	64,378
Contributions as a Percentage of Covered Payroll	6.82%	7.53%	8.47%	9.28%	9.24%	8.84%	8.91%	10.83%
Actuarial Valuation Date	6/30/2023	6/30/2023	6/30/2021	6/30/2021	6/30/2019	6/30/2019	6/30/2017	6/30/2017

* Historical information is not available prior to the implementation of the OPEB standards.

San Mateo County Transit District
Schedule of Changes in the District's Net Pension Liability and Related Ratios

(Amounts in thousands)	2025	2024	2023 ⁽²⁾	2022	2021	2020	2019	2018	2017 ⁽¹⁾	2016
Total pension liability										
Service cost	\$ 12,944	\$ 11,456	\$ 10,516	\$ 9,837	\$ 9,524	\$ 8,706	\$ 8,511	\$ 8,145	\$ 7,020	\$ 6,831
Interest on the total pension liability	31,547	29,756	28,240	27,333	26,145	24,887	23,524	22,342	21,338	20,157
Changes of assumptions	-	499	12,758	-	-	-	(2,738)	18,030	-	(4,780)
Difference between expected and actual experience	5,704	2,157	(4,875)	(1,601)	87	1,785	2,022	(1,390)	(903)	(894)
Benefit payments, including refunds of employee contributions	(22,581)	(20,805)	(19,040)	(17,746)	(17,477)	(15,487)	(14,227)	(12,618)	(11,410)	(10,095)
Net change in total pension liability	27,614	23,063	27,599	17,823	18,279	19,891	17,092	34,509	16,045	11,219
Total pension liability - beginning of year	456,323	433,260	405,661	387,838	369,559	349,668	332,576	298,067	282,023	270,804
Total pension liability - end of year	<u>\$ 483,937</u>	<u>\$ 456,323</u>	<u>\$ 433,260</u>	<u>\$ 405,661</u>	<u>\$ 387,838</u>	<u>\$ 369,559</u>	<u>\$ 349,668</u>	<u>\$ 332,576</u>	<u>\$ 298,068</u>	<u>\$ 282,023</u>
Fiduciary net position										
Net plan to plan resource movement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1)	\$ -	\$ -	\$ -
Contributions from the employer	14,384	13,146	11,844	10,714	9,633	8,159	6,603	5,961	5,014	4,192
Contributions from employees	6,759	5,348	4,636	4,379	4,434	4,157	3,703	3,489	3,428	3,199
Net investment income	34,731	21,362	(28,268)	69,515	14,835	18,503	22,310	26,892	1,287	5,413
Benefit payments, including refunds of employee contributions	(22,581)	(20,805)	(19,040)	(17,746)	(17,477)	(15,487)	(14,227)	(12,618)	(11,410)	(10,095)
Administrative expense	(294)	(252)	(234)	(307)	(418)	(201)	(412)	(355)	(148)	(273)
Other miscellaneous income/(expense)	-	-	-	-	-	1	(782)	-	-	-
Net change in fiduciary net position	32,999	18,799	(31,062)	66,555	11,007	15,132	17,194	23,369	(1,829)	2,436
Fiduciary net position - beginning of year	361,762	342,963	374,025	307,470	296,463	281,331	264,137	240,768	242,596	240,160
Fiduciary net position - end of year	<u>\$ 394,761</u>	<u>\$ 361,762</u>	<u>\$ 342,963</u>	<u>\$ 374,025</u>	<u>\$ 307,470</u>	<u>\$ 296,463</u>	<u>\$ 281,331</u>	<u>\$ 264,137</u>	<u>\$ 240,767</u>	<u>\$ 242,596</u>
Net pension liability	<u>\$ 89,176</u>	<u>\$ 94,561</u>	<u>\$ 90,297</u>	<u>\$ 31,636</u>	<u>\$ 80,368</u>	<u>\$ 73,096</u>	<u>\$ 68,337</u>	<u>\$ 68,439</u>	<u>\$ 57,301</u>	<u>\$ 39,427</u>
Fiduciary net position as a percentage of the total pension liability	81.57%	79.28%	79.16%	79.28%	79.28%	80.22%	80.46%	79.42%	80.78%	86.02%
Covered payroll	\$ 63,387	\$ 63,387	\$ 64,630	\$ 64,932	\$ 64,630	\$ 64,498	\$ 61,004	\$ 56,133	\$ 49,777	\$ 47,112
Net pension liability as percentage	140.68%	149.18%	139.06%	124.61%	124.61%	119.82%	121.74%	137.49%	121.63%	83.59%
Measurement date	6/30/2024	6/30/2023	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015

⁽¹⁾ In 2017 the discount rate was changed to 7.15 percent from 7.65 percent.

⁽²⁾ In 2023 the discount rate was changed to 6.90 percent from 7.15 percent.

San Mateo County Transit District
Schedule of District's Pension Contributions

(Amounts in thousands)	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Contractually required contribution (actuarially determined)	\$ 16,513	\$ 14,379	\$ 13,147	\$ 11,842	\$ 10,714	\$ 9,633	\$ 8,158	\$ 6,603	\$ 5,943	\$ 5,014
Contributions in relation to the actuarially determined contributions	(16,513)	(14,379)	(13,147)	(11,842)	(10,714)	(9,633)	(8,158)	(6,603)	(5,943)	(5,014)
Contribution deficiency (excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered payroll	\$ 78,068	\$ 68,805	\$ 63,387	\$ 64,932	\$ 64,630	\$ 64,498	\$ 61,004	\$ 56,133	\$ 49,777	\$ 47,112
Contributions as a percentage of covered payroll	21.15%	20.90%	20.74%	18.24%	16.58%	14.94%	13.37%	11.76%	11.94%	10.64%
Actuarial Valuation Date	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014	6/30/2013

Note 1 – OPEB Methods and Assumptions used to Determine Contributions

Methods and assumptions used to determine contributions:

Actuarial Cost Method	Entry-Age Normal Cost Method
Asset Valuation Method	Fair Value of Assets
Amortization Method	Level Percent of Payroll
Actuarial Assumptions	
Discount Rate	6.25%
Inflation	2.50%
Aggregate Payroll Increase	2.75%
Salary Merit and Longevity Increases	CalPERS 2000-2019 Experience Study

Note 2 – Pension Methods and Assumptions used to Determine Contributions

Methods and assumptions used to determine contributions:

Actuarial Cost Method	Entry-Age Normal Cost Method									
Asset Valuation Method	Fair Value of Assets									
Actuarial Assumptions										
Actuarial Valuation Date	6/30/2022	6/30/2021	6/30/2020	6/30/2019	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014	6/30/2013
Discount Rate	6.800%	6.800%	7.000%	7.000%	7.250%	7.250%	7.375%	7.500%	7.500%	7.500%
Inflation	2.500%	2.500%	2.500%	2.500%	2.625%	2.625%	2.750%	2.750%	2.750%	2.750%
Payroll Growth	2.800%	2.800%	2.750%	2.750%	2.875%	2.875%	3.000%	3.000%	3.000%	3.000%
Projected Salary Increase	Varies by Entry-Age and Service									
Mortality	Rates Vary by Age, Type of Retirement and Gender									

Supplementary Information
June 30, 2025

San Mateo County Transit District

San Mateo County Transit District
Schedule of Revenues, Expenses, Capital Outlay, and Long-Term Debt Payment Comparison of Budget to Actual
(Budgetary Basis)
Year Ended June 30, 2025

(Amounts in thousands)

	Budget	Actual	Variance Positive (Negative)
Operating Revenues - Passenger Fares	<u>\$ 13,251</u>	<u>\$ 13,128</u>	<u>\$ (123)</u>
Operating Expenses:			
Salaries and benefits	119,073	120,586	(1,513)
Contract operations and maintenance services	63,218	59,106	4,112
Other services	17,125	12,829	4,296
Materials and supplies	11,812	13,186	(1,374)
Insurance	14,811	18,240	(3,429)
Miscellaneous	21,395	15,124	6,271
Total operating expenses	<u>247,434</u>	<u>239,071</u>	<u>8,363</u>
Operating loss	<u>(234,183)</u>	<u>(225,943)</u>	<u>8,240</u>
Nonoperating Revenues (Expenses)			
Operating assistance	263,958	257,174	(6,784)
Investment income	14,335	24,170	9,835
Interest expense	(7,593)	(6,518)	1,075
Other income, net	3,401	5,975	2,574
Total nonoperating income (expenses)	<u>274,101</u>	<u>280,801</u>	<u>6,700</u>
Income (loss) before capital outlay and long-term debt principal payments	<u>39,918</u>	<u>54,858</u>	<u>14,940</u>
Capital Outlay			
Capital assistance	67,100	19,246	(47,854)
Capital expenditures	<u>(67,100)</u>	<u>(19,246)</u>	<u>47,854</u>
Net capital outlay	-	-	-
Long-term debt principal or interest payment	<u>(149,983)</u>	<u>(149,983)</u>	<u>-</u>
Excess (Deficiency) Of Revenues and Nonoperating Income Over Expenses, Capital Outlay and Debt Principal Payments	<u><u>\$ (110,065)</u></u>	<u><u>\$ (95,125)</u></u>	<u><u>\$ 14,940</u></u>

Note 1 - Budgetary Basis of Accounting

The District prepares its budget on a basis of accounting that differs from Generally Accepted Accounting Principles (GAAP). The actual results of operations are presented in the supplemental schedule on the budgetary basis to provide a meaningful comparison of actual results with budget. In addition, certain budget amounts have been reclassified to conform to the presentation of actual amounts in the supplemental schedule. Budgeted amounts presented are the final adopted budget. The primary difference between the budgetary basis of accounting and GAAP concerns capital assets. Depreciation and amortization expense per GAAP is not budgeted and budgeted capital expenditures are not recorded as an expense per GAAP. In addition, unrealized gains and losses under GASB Statement No. 31 are not recognized as well as some long-term expenses such as OPEB and bond related payments.

Note 2 - Reconciliation of Budgetary Basis to GAAP Basis

A reconciliation of the budgetary basis of accounting to GAAP is as follows (in thousands):

Excess of revenues and non-operating income over expenses,		
capital outlay and debt principal payment		\$ (95,125)
Capital expenditures	\$ 19,246	
Depreciation and amortization	(18,905)	
Postemployment benefits accrual	7,069	
Pension Expense - GASB 68	(1,882)	
Long-term debt principal payments	149,983	
GASB 31 unrealized gain/loss	7,947	
Expense for noncapitalized projects	(5,540)	
Capital gain (losses) on investment	(6)	
Bond refunding costs amortization expense	(254)	
Interest Income Invest Premium/Discount	784	
Bond premium amortization	2,501	
Sub-total reconciling items		<u>160,943</u>
Change in net position, GAAP basis		<u><u>\$ 65,818</u></u>

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Statistical Section
June 30, 2025

San Mateo County Transit District

Statistical

Financial Trends

- Net Position and Change in Net Position

Revenue Capacity

- Revenue Base and Revenue Rate
- Overlapping Revenue
- Principal Revenue Payers

Debt Capacity

- Ratio of Outstanding Debts
- Bonded Debt
- Direct and Overlapping Debt and Limitations
- Pledged Revenue Coverage

Demographics and Economic Information

- Population, Income, and Unemployment Rates
- Principal Employers

Operating Information

- Ridership and Fares
- Farebox Recovery and Miles
- Employees (Full-time Equivalents)
- Capital Assets

Statistical Section

The Statistical Section of the District's Annual Comprehensive Financial Report presents detailed information as a context for understanding the information in the financial statement, notes disclosure, required supplementary information and other supplementary information for assessing the District's economic condition.

Financial Trends

These schedules contain trend information to assist readers in understanding and assessing how the District's financial position has changed over time.

Revenue Capacity

These schedules contain information to assist readers in understanding and assessing the factors affecting the District's ability to generate passenger fares.

Debt Capacity

These schedules assist readers in understanding and assessing the District's debt burden and its capacity to issue future debt.

Demographics and Economic Information

These schedules present socioeconomic indicators to assist readers in understanding the environment within which the District's financial activities take place.

Operating Information

These schedules contain contextual information about the District's operations and resources to assist readers in using financial statement information to understand and assess the District's economic condition.

San Mateo County Transit District
Net Position and Change in Net Position
Fiscal Years 2016 Through 2025 (in thousands)

Fiscal Year	2025	2024	2023	2022 ⁽¹⁾	2021 ⁽²⁾	2020	2019	2018 ⁽³⁾	2017	2016
Operating Revenues - Passenger Fares	\$ 13,128	\$ 12,719	\$ 11,226	\$ 8,913	\$ 5,615	\$ 11,690	\$ 15,567	\$ 15,742	\$ 17,041	\$ 18,078
Operating Expenses										
Salaries and benefits	115,399	97,642	83,740	53,620	70,253	83,438	75,467	67,851	60,665	58,598
Contract operations and maintenance	59,106	52,198	41,632	36,678	38,177	39,625	40,507	35,694	34,621	33,326
Other services	12,829	13,715	11,234	11,484	10,932	10,750	9,770	9,312	8,856	8,388
Materials and supplies	13,186	12,100	11,418	9,259	7,737	7,448	7,604	7,300	6,588	6,626
Insurance	18,240	17,245	13,134	4,519	9,534	8,575	5,306	3,603	6,651	4,505
Miscellaneous	15,124	12,764	12,588	9,123	9,613	10,812	9,128	8,139	7,598	6,656
Total operating expenses	233,884	205,664	173,746	124,683	146,246	160,648	147,782	131,899	124,979	118,099
Operating loss before depreciation, amortization and administrative expenses capitalized	(220,756)	(192,945)	(162,520)	(115,770)	(140,631)	(148,958)	(132,215)	(116,157)	(107,938)	(100,021)
Depreciation and amortization	(18,905)	(17,514)	(18,394)	(18,719)	(20,491)	(25,842)	(21,492)	(23,078)	(22,252)	(21,550)
Operating Loss	(239,661)	(210,459)	(180,914)	(134,489)	(161,122)	(174,800)	(153,707)	(139,235)	(130,190)	(121,571)
Nonoperating Revenues (Expenses)										
Operating assistance	257,174	258,451	272,494	241,629	250,472	206,031	160,416	144,802	135,910	126,254
Investment income	35,396	26,587	11,671	(8,188)	288	7,442	10,036	3,859	3,536	5,580
Interest expense	(6,772)	(6,289)	(6,644)	(7,045)	(7,270)	(7,497)	(10,954)	(11,145)	(11,249)	(11,226)
Caltrain service subsidy	-	-	-	-	(8,877)	(9,239)	(7,634)	(6,170)	(6,480)	(6,080)
Expense for noncapitalized projects	(5,540)	(2,788)	(1,635)	(4,155)	-	-	-	-	-	-
Other income, net	5,975	20,934	6,321	7,739	13,118	13,970	10,180	10,860	11,492	9,777
Total nonoperating revenues, net	286,233	296,895	282,207	229,980	247,731	210,707	162,044	142,206	133,209	124,305
Net income (loss) before capital contributions	46,572	86,436	101,293	95,491	86,609	35,907	8,337	2,971	3,019	2,734
Capital contributions	19,246	24,016	4,076	3,124	6,094	49,509	8,789	10,970	25,424	12,778
Change In Net Position	65,818	110,452	105,369	98,615	92,703	85,416	17,126	13,941	28,443	15,512
Restatement	-	-	-	145	364	-	-	(23,400)	-	-
Net Position Components										
Net investment in capital assets	192,809	173,842	151,793	159,345	171,967	184,402	156,626	165,481	171,022	167,850
Restricted	28,256	26,602	26,601	26,599	26,600	26,599	26,575	26,804	26,811	26,804
Unrestricted	411,871	366,674	278,272	165,353	53,970	(51,531)	(109,147)	(135,357)	(131,446)	(156,710)
Net Position	\$ 632,936	\$ 567,118	\$ 456,666	\$ 351,297	\$ 252,537	\$ 159,470	\$ 74,054	\$ 56,928	\$ 66,387	\$ 37,944

⁽¹⁾ 2022 restatement due to implementation of GASB 96.

⁽²⁾ 2021 restatement due to implementation of GASB 87.

⁽³⁾ 2018 restatement due to implementation of GASB 75.

⁽⁴⁾ Expense for noncapitalized projects was not classified prior to 2022.

This table presents revenues and expenses, contributions, depreciation and amortization and net position components.

Source: Current and prior years' Annual Comprehensive Financial Reports.

San Mateo County Transit District

Revenue Base and Revenue Rate

Fiscal Years 2016 Through 2025

Fiscal Year Ending	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Passenger fares (in thousands)	\$ 13,128	\$ 12,719	\$ 11,226	\$ 8,913	\$ 5,615	\$ 11,690	\$ 15,567	\$ 15,742	\$ 17,041	\$ 18,078
Revenue Base										
Number of passengers (in thousands)	10,753	10,007	8,529	8,529	6,957	8,734	10,671	11,133	11,817	12,794
Fare structure										
Adults local fare	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25
Senior citizen/disabled/ Medicare cardholder	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10
Youth	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10	\$ 1.10
Redi-Wheels (Paratransit)	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 4.25	\$ 3.75	\$ 3.75
Sales tax rate ^[2]	0.75%	0.75%	0.75%	0.75%	0.75%	0.75%	0.50%	0.50%	0.50%	0.50%
Sales tax revenue (in thousands)	\$ 171,421	\$ 173,258	\$ 176,626	\$ 169,030	\$ 140,411	\$ 135,835	\$ 100,729	\$ 87,797	\$ 84,353	\$ 79,705
Taxable sales in San Mateo County (in thousands) ^[1]	\$ 22,856,168	\$ 23,101,083	\$ 23,900,000	\$ 21,960,000	\$ 17,700,000	\$ 18,800,000	\$ 19,700,000	\$ 17,900,000	\$ 16,600,000	\$ 15,941,000

^[1] 2025 taxable sales are estimates based on sales tax revenues received; 2023 taxable sales amount is the most current information available on the County of San Mateo Annual Comprehensive Financial Report.

This table presents passenger fares, number of passengers and revenue fare structure, the half-cent transaction and use tax received by the District and the total taxable sales in San Mateo County.

^[2] Includes 0.25% Tax Rate for Measure W, effective on 7/1/2019.

Source: California State Board of Equalization.

County of San Mateo County FY2025 Annual Comprehensive Financial Report.

San Mateo County Transit District
Overlapping Revenue
Fiscal Years 2016 Through 2025

Fiscal Year	State	City and County	Other Special Districts	San Mateo County Transit District ^[1]	City of San Mateo Transactions and Use Tax	City of Half Moon Bay Transactions and Use Tax	San Mateo County Transactions and Use Tax	City of South	City of Belmont Transactions and Use Tax	City of East Palo Alto Transactions and Use Tax	City of Burlingame Transactions and Use Tax	City of Redwood City Transactions and Use Tax	City of San Bruno Transactions and Use Tax	City of Daly	2020 Peninsula Corridor	City of Brisbane Transactions and Use Tax	City of Pacifica Transactions and Use Tax	City of Half Moon Bay Transactions and Use Tax	Total
								San Francisco Transactions and Use Tax						City Local Recovery and Relief Transactions and Use Tax	Joint Powers Board Retail Transactions and Use Tax				
2025	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%	0.125%	0.50%	0.50%	0.50% ^[14]	14.38%
2024	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%	0.125%	0.50%	0.50%	0.50%	13.88%
2023	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%	0.13%	0.50% ^[12]	0.50% ^[13]		13.88%
2022	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50%	0.13% ^[11]				12.88%
2021	6.00%	1.25%	0.50%	0.50%	0.25%	0%	1.00%	0.50%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50% ^[10]					12.75%
2020	6.00%	1.25%	0.50%	0.50%	0.25%	0%	1.00% ^[8]	0.50%	0.50%	0.50%	0.25%	0.50%	0.50% ^[9]						12.25%
2019	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	0.50%	0.50%	0.50%	0.50%	0.25%	0.50% ^[7]							11.25%
2018	6.00%	1.25%	0.50%	0.50%	0.25%	0.00%	0.50%	0.50%	0.50%	0.50%	0.25% ^[6]								10.75%
2017	6.50% ^[2]	1.25%	0.50%	0.50%	0.25%	0.00%	0.50%	0.50%	0.50% ^[4]	0.50% ^[5]									11.00%
2016	6.50%	1.00%	0.50%	0.50%	0.25%	0.50%	0.50%	0.50% ^[3]											10.25%

^[1] State legislation requires the District to obtain the approval of a majority of the voters in a public election to approve any sales tax measure.

^[2] State sales tax and local sales tax effective January 1, 2017.

^[3] South San Francisco Fiscal Stability & Essential Services Transactions and Use Tax (SSFR), tax effective April 1, 2016

^[4] City of Belmont Transactions and Use Tax (BMTG), tax rates effective on April 1, 2017

^[5] City of East Palo Alto Transactions and Use Tax (EPAG), tax rates effective on April 1, 2017

^[6] City of Burlingame Transactions and Use Tax (BUEG), tax rates effective on April 1, 2018

^[7] City of Redwood City Transactions and Use Tax (REDG), tax rates effective on April 1, 2019

^[8] Measure W, tax rates effective on July 1, 2019

^[9] City of San Bruno Transactions and Use Tax, tax rates effective on April 1, 2020

^[10] City of Daly City Local Recovery and Relief Transactions and Use Tax, tax rates effective on April 1, 2021

^[11] 2020 Peninsula Corridor Joint Powers Board Retail Transactions and Use Tax (JPBM), tax rates effective July 1, 2021

^[12] City of Brisbane Transactions and Use Tax, tax rates effective April 1, 2023

^[13] City of Pacifica Transactions and Use Tax, tax rates effective April 1, 2023

^[14] City of Half Moon Bay Transaction and Use Tax, tax rates effective April 1, 2025

This table presents the tax rates for local authorities in San Mateo County. The District receives a half-cent county transaction and use tax.

Source: California State Board of Equalization.

District Taxes, Rates, & Effective Dates.

California City and County Sales & Use Tax Rates.

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use-tax-rates.htm>.

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use-tax-rates-history.htm#excludes>.

SOURCES:

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use> Go to District Taxes, Rates, and Effective Dates

<https://www.cdtfa.ca.gov/taxes-and-fees/sales-use-tax-rates-histo> Shows state and local tax rates

San Mateo County Transit District

Principal Revenue Payers
Fiscal Years 2024 and 2015

Major Industry Group	FY 2024			FY 2015		
	Rank	Percent of Sales	Amount	Rank	Percent of Sales	Amount
		Receipts			Receipts	
County & State Pool	1	20.3%	\$ 44,882,343	3	14.2%	\$ 22,230,452
Autos And Transportation	2	18.0%	39,830,654	2	18.0%	28,150,959
General Consumer Goods	3	17.1%	37,875,393	1	21.3%	33,238,075
Business And Industry	4	13.9%	30,763,881	5	13.4%	20,899,280
Restaurants And Hotels	5	11.6%	25,603,698	4	10.7%	16,696,444
Building And Construction	6	7.7%	17,125,110	7	8.4%	13,170,777
Fuel And Service Stations	7	7.1%	15,756,155	6	8.7%	13,602,220
Food And Drugs	8	4.3%	9,428,744	8	5.1%	7,988,774
Transfers & Unidentified	9	0.2%	348,505	9	0.04%	63,468
Total			<u>\$ 221,614,483</u>			<u>\$ 156,040,449</u>

Source: County-wide sales tax receipts provided for the County of San Mateo by Major Industry Group by Hinderliter, de Llamas and associates (HDL).

San Mateo County Transit District

Ratio of Outstanding Debts
Fiscal Years 2016 Through 2025

Fiscal Year	Subscription-Based Information Technology Arrangements		Total Debt for SamTrans (in thousands) ^[1]	Personal Income for San Mateo County		As a Percent of Personal Income
	2025 Series A Refunding Bond (in thousands) ^[1]	(in thousands) ^[1]		(in thousands) ^[1]	(in millions) ^[2]	
2025	\$ 136,288	\$ 1,353	\$ 137,641	\$ 133,179	*	0.10%
2024	157,712	1,223	158,935	129,401	*	0.12%
2023	171,446	1,769	173,215	125,632	*	0.15%
2022	183,230	1,642	184,872	121,973		0.16%
2021	198,036	-	198,036	118,420		0.18%
2020	210,996	-	210,996	108,470		0.19%
2019	224,052	-	224,052	100,799		0.21%
2018	239,243	-	239,243	96,226		0.23%
2017	254,291	-	254,291	89,149		0.26%
2016	269,235	-	269,235	81,488		0.30%

^[1] Current and prior years' Annual Comprehensive Financial Reports.

^[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

*Personal Income and Per Capital Personal Income data for 2023, 2024, and 2025 is based on an estimated three percent annual increase over 2022.

Source: County of San Mateo FY2024 Annual Comprehensive Financial Report.

This table presents the relationship between the revenue bonds and the total personal income of the residents.

San Mateo County Transit District

Bonded Debt

Fiscal Years 2016 Through 2025

Fiscal Year	Debt for SamTrans (in thousands)	Total Taxable Sales in San Mateo County	As a Percent of Total Taxable Sales in San Mateo County
2025	\$ 136,288	\$ 22,856,168 ^[1]	0.60%
2024	157,712	23,101,083	0.68%
2023	171,446	23,550,183	0.73%
2022	183,230	21,960,000	0.82%
2021	198,036	17,700,000	1.12%
2020	210,996	18,800,000	1.12%
2019	224,052	19,700,000	1.14%
2018	239,243	17,900,000	1.34%
2017	254,291	16,600,000	1.53%
2016	269,235	15,941,000	1.69%

^[1] Taxable sales are estimates based on sales tax revenues received.

This table presents the capacity of the District to issue revenue bonds based on total taxable sales in San Mateo County.

Source: Annual Comprehensive Financial Reports and California Department of Tax and Fee Administration.

The District does not have direct and overlapping debt with other governmental agencies. Additionally, the District does not have a legal debt limit.

San Mateo County Transit District
Pledge Revenue Coverage
Fiscal Years 2016 Through 2025 (in thousands)

Fiscal Year	Sales Tax Revenue	Principal	Interest	Total	Coverage
2025	\$ 171,421	\$ 12,390 ^[1]	\$ 8,207	\$ 20,597	8.32
2024	173,258	11,825	7,318	19,143	9.05
2023	176,626	11,290	7,855	19,145	9.23
2022	169,030	10,780	8,370	19,150	8.83
2021	140,411	10,320	8,829	19,149	7.33
2020	135,835	10,060	9,298	19,358	7.02
2019	100,729	11,930	9,661	21,591	4.67
2018	87,797	11,765	9,880	21,645	4.06
2017	84,353	11,660	9,988	21,648	3.90
2016	79,705	11,610	10,035	21,645	3.68

This table presents the relationship between total sales tax revenue, debt service payments and the capacity of the District to meet its debt obligations.

[1] The District's outstanding bonds were restructured in 2025 by refunding \$136,615 of outstanding debt.

Source: Current and prior years' Annual Comprehensive Financial Reports.

San Mateo County Transit District
Population, Income and Unemployment Rates
Fiscal Years 2016 Through 2025

<u>Year</u>	<u>Population</u> ^[1]	<u>Total Personal Income (in millions)</u> ^[2]	<u>Per Capita Personal Income</u> ^[2]	<u>Average Unemployment Rates</u> ^[3]
2025	737,847 *	\$ 133,179 *	\$ 183,353 *	4.1%
2024	741,565	129,300 *	178,013 *	3.5%
2023	745,302	125,534	172,828	3.1%
2022	740,821	118,716	162,863	2.1%
2021	751,596	128,260	173,524	5.0%
2020	771,061	107,772	141,348	10.8%
2019	774,231	99,157	129,043	2.2%
2018	772,372	96,226	124,705	2.5%
2017	770,256	89,149	115,556	2.9%
2016	765,895	81,488	106,115	3.3%

[1] Data include retroactive revisions by the State of California Department of Finance, Demographic Research Unit.

[2] Data include retroactive revisions by the U.S. Department of Commerce Bureau of Economic Analysis.

[3] Data include retroactive revisions by the State of California Employment Development Department.
Unemployment rates are non-seasonally adjusted for June.

*2025 Population estimate is base on 0.50% decline from 2023 to 2024

*Personal Income and Per Capital Personal Income data for 2023, 2024, and 2025 is based on an estimated three percent annual increase over 2022. Source data for table is FY25 San Mateo County Annual Comprehensive Financial Report.

This table highlights San Mateo County's total population, total personal and per capita income, and percentage of unemployed residents.

Source: County of San Mateo FY2024 Annual Comprehensive Financial Report.

San Mateo County Transit District

Principal Employers
Fiscal Years 2023 and 2015

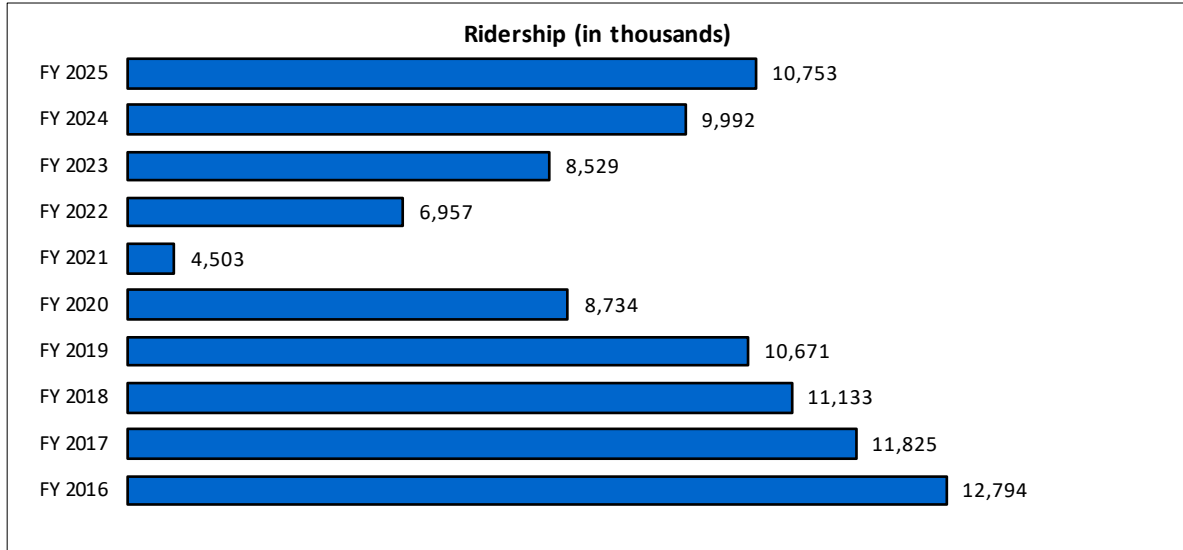
Employers in San Mateo County	Business Type	2023*			2015		
		Number of Employees	Rank	Percent of Total County Employment	Number of Employees	Rank	Percent of Total County Employment
Meta (Facebook Inc.)	Social Network	18,000	1	4.28%	6,068	4	1.40%
Genentech Inc.	Biotechnology	9,000	2	2.14%	10,000	2	2.30%
County of San Mateo	Government	5,959	3	1.42%	5,500	5	1.26%
Gilead Sciences Inc.	Biotechnology	4,307	4	1.02%	3,500	7	0.80%
Sutter Health	Health Care	3,347	5	0.80%			
Sony Interactive Entertainment	Interactive Entertainment	3,000	6	0.71%			
YouTube	Online Video-Streaming Platform	2,500	7	0.59%			
Safeway Inc.	Retail Grocer	2,117	8	0.50%	2,393	9	0.55%
Kaiser Permanente	Healthcare	2,100	9	0.50%			
Electronic Arts Inc.	Video Game Developer and Publisher	1,600	10	0.38%	2,367	10	0.54%
United Airlines	Airline				10,500	1	2.41%
Oracle Corp.	Hardware and Software				6,750	3	1.55%
Visa USA/Visa International	Global Payments Technology				3,500	6	0.80%
Mills-Peninsula Health Services	Healthcare				2,500	8	0.57%
Total		51,930		12.34%	53,078		12.18%

* The latest information available for principal employers in the County.

This table presents the top 10 principal employers in San Mateo County for 2023 and 2015.

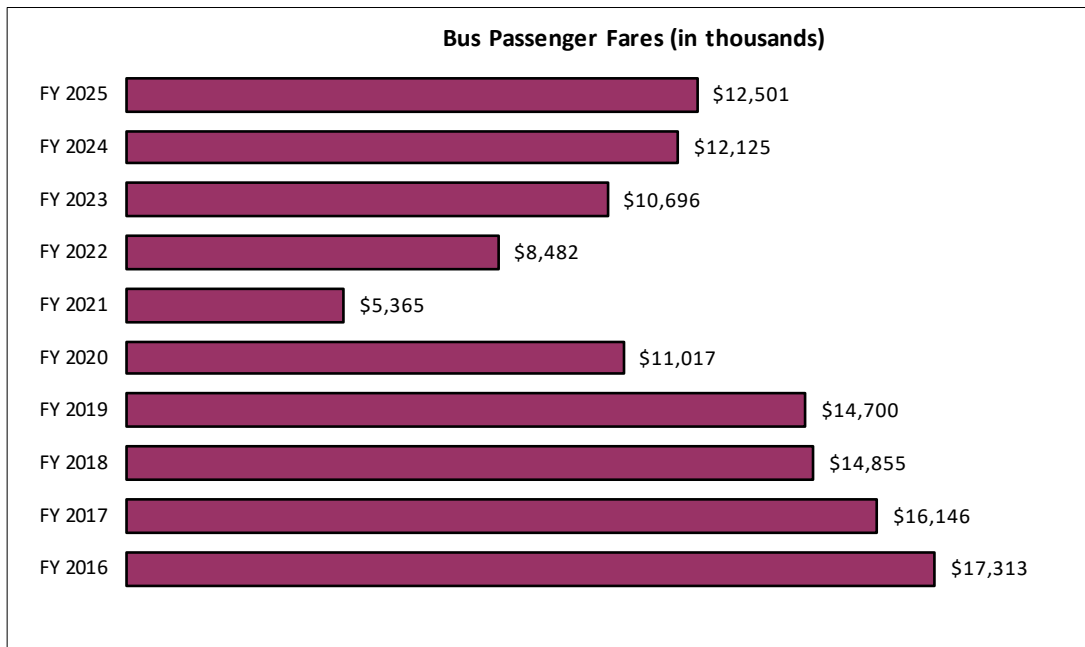
Source: San Francisco Business Times - 2024 Book of Lists; California Employment Development Department (provided by San Mateo County Controller's office) from the FY2024 County of San Mateo ACFR

Fixed-Route Ridership



Ridership data presents total ridership for motor bus service and shuttle service.

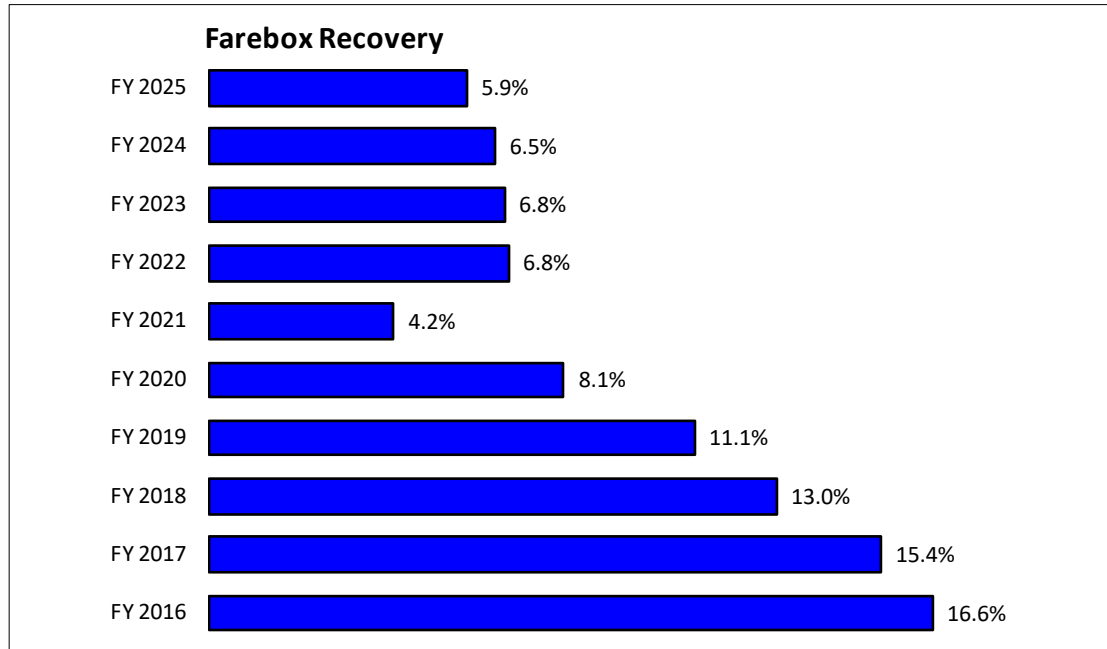
Fixed-Route Passenger Fares



Bus passenger fares data presents the total bus fare revenue for each year.

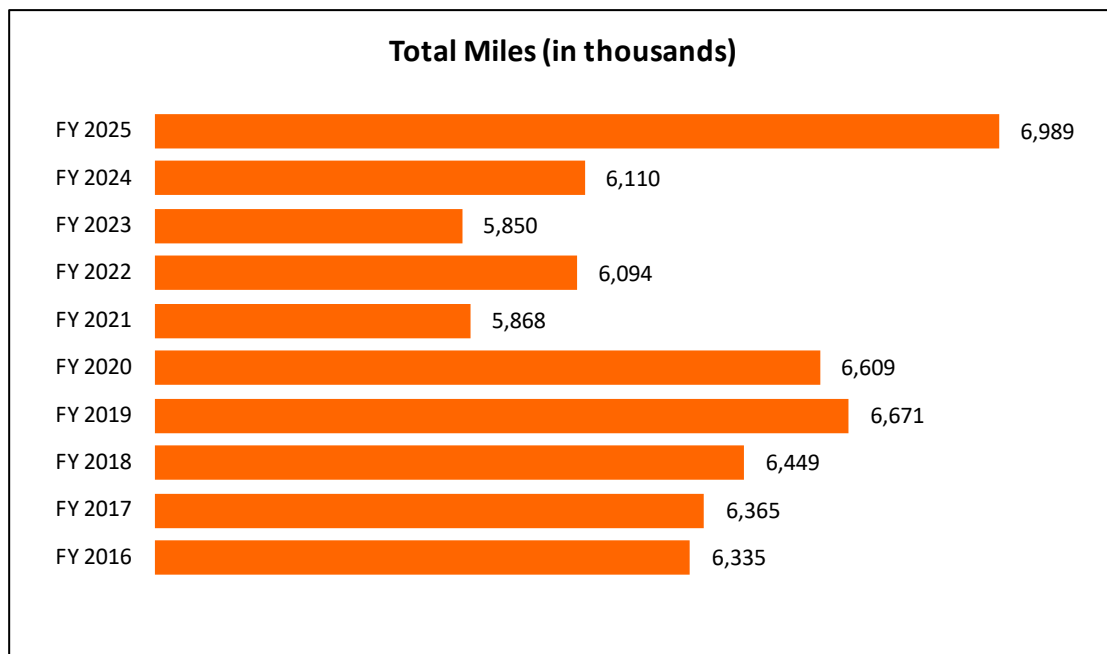
Source: National Transportation Database.

Fixed-Route Farebox Recovery



Farebox recovery data presents the percentage of fixed-route fare revenue collected compared to fixed-route operating expenses.

Fixed-Route Revenue Miles*



The revenue miles data present the total fixed-route miles traveled.

*Fixed-route data includes La Honda and shuttle service, which makes up less than 5% of the total data. Source: National Transportation Database.

San Mateo County Transit District

Employees (Full-Time Equivalents)

Fiscal Years 2016 Through 2025

Division	Full-Time Equivalents									
	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Bus Operations	544.93	550.05	-	-	-	-	-	-	-	-
Communications	32.37	28.90	-	-	-	-	-	-	-	-
Finance	55.23	60.73	-	-	-	-	-	-	-	-
Innovation and Technology	25.34	42.00	-	-	-	-	-	-	-	-
People and Culture	26.12	32.88	-	-	-	-	-	-	-	-
Planning	19.27	20.09	-	-	-	-	-	-	-	-
Rail	0.08	0.14	-	-	-	-	-	-	-	-
Safety & Security	6.67	6.75	-	-	-	-	-	-	-	-
Caltrain Modernization Program	-	-	-	-	0.40	-	-	-	0.10	0.05
Customer Service and Marketing	-	-	26.4	29.38	28.49	29.15	34.36	31.39	28.46	23.95
Executive	6.30	4.95	3.95	3.75	3.50	3.5	3.59	3.99	5.12	3.60
Finance and Administration	-	-	118.2	106.83	96.23	95.64	83.07	82.39	79.02	64.12
Operations, Engineering, and Construction	-	-	533.57	493.11	541.70	506.65	472.90	465.40	471.88	453.82
Planning and Development	-	-	17.15	16.15	7.26	6.86	6.46	8.71	7.66	5.63
Public Affairs	-	-	-	-	-	-	-	-	-	5.15
Total	<u>716.31</u>	<u>746.49</u>	<u>699.27</u>	<u>649.22</u>	<u>677.58</u>	<u>641.80</u>	<u>600.38</u>	<u>591.88</u>	<u>592.24</u>	<u>556.32</u>

Note: The organization went through a reorganization in FY2024

Note: Historical years are presented using budgeted Full-Time Equivalent (FTE), whereas Fiscal Year 2025 reflects actual FTEs.

Source: Operating and capital budgets.

San Mateo County Transit District

Capital Assets

Fiscal Years 2016 Through 2025

	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016
Depreciable capital assets										
Buses and bus equipment	\$ 228,154	\$ 216,482	\$ 200,080	\$ 200,000	\$ 222,823	\$ 220,442	\$ 176,969	\$ 164,038	\$ 157,353	\$ 153,955
Buildings and building improvements	77,842	77,434	76,803	75,517	75,127	72,961	73,303	70,212	69,031	64,868
Maintenance and other equipment	35,380	35,330	35,133	32,907	30,333	29,685	27,546	34,982	33,642	32,063
Furniture and fixtures	33,697	30,720	30,692	29,981	30,023	29,989	33,295	35,240	33,861	31,734
Shelters and bus stop signs	11,878	11,878	11,878	11,878	10,393	10,393	10,372	592	592	592
Right-to-use subscription assets	4,335	3,543	3,335	2,332	2,332	-	-	-	-	-
Right-to-use leased equipment	-	-	-	102	18	-	-	-	-	-
Other vehicles	3,034	3,034	2,524	2,483	3,000	2,518	2,467	2,496	2,273	2,159
Total depreciable capital assets	394,320	378,421	360,445	355,200	374,049	365,988	323,952	307,560	296,752	285,371
Accumulated Depreciation for										
Buses and bus equipment	(165,056)	(151,729)	(138,787)	(127,678)	(135,452)	(119,797)	(112,603)	(91,889)	(102,607)	(93,847)
Buildings and building improvements	(69,238)	(67,756)	(66,346)	(64,659)	(63,456)	(62,236)	(61,284)	(58,874)	(56,630)	(53,812)
Maintenance and other equipment	(32,260)	(31,341)	(30,397)	(29,438)	(28,409)	(27,487)	(22,406)	(16,810)	(16,770)	(10,599)
Furniture and fixtures	(30,994)	(30,159)	(30,055)	(29,944)	(29,993)	(29,946)	(27,008)	(35,036)	(24,619)	(20,782)
Shelters and bus stop signs	(8,132)	(7,081)	(6,026)	(4,938)	(3,783)	(2,845)	(1,299)	(590)	(585)	(580)
Right-to-use subscription assets	(2,948)	(2,219)	(1,374)	(545)	-	-	-	-	-	-
Right-to-use leased equipment	-	-	-	(23)	(7)	-	-	-	-	-
Other vehicles	(2,379)	(2,132)	(1,918)	(1,694)	(1,970)	(1,817)	(1,768)	(1,923)	(1,798)	(1,990)
Total accumulated depreciation and amortization	(311,007)	(292,417)	(274,903)	(258,919)	(263,070)	(244,128)	(226,368)	(205,122)	(203,009)	(181,610)
Nondepreciable Capital Assets										
Land	56,915	56,915	56,915	56,915	56,915	56,915	53,855	53,855	53,855	53,855
Construction in progress	53,934	32,146	11,105	7,870	6,416	5,627	5,187	9,188	23,424	10,234
Total nondepreciable capital assets	110,849	89,061	68,020	64,785	63,331	62,542	59,042	63,043	77,279	64,089
Capital Assets, Net	\$ 194,162	\$ 175,065	\$ 153,562	\$ 161,066	\$ 174,310	\$ 184,402	\$ 156,626	\$ 165,481	\$ 171,022	\$ 167,850

This table presents total nondepreciable capital assets, total depreciable capital assets and total accumulated depreciation.

Source: Current and prior years' Annual Comprehensive Financial Reports