

Revised 2/27/2026 at 10:10 am: Item 7.d. – Materials added; Item 7.e.- Revised agenda item title

Revised 3/3/2026 at 12:30 pm: Item 7.e. – Materials added

Revised 3/6/2026 at 5:00 pm Post Meeting: Item 7.e. on page 109 and presentation on page 135



BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

REVISED AGENDA

San Mateo County Transit District

Board of Directors Meeting

March 4, 2026, 2:00 pm

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

Members of the public may attend in-person or participate remotely via Zoom at:

<https://us02web.zoom.us/j/86938147935?pwd=yBjq6YBO0HplQvQFJaNNy7slOut2yY.1> or by entering Webinar ID: **869 3814 7935**, Passcode: **882894** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

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

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

Wednesday, March 4, 2026

2:00 pm

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Report Out from Closed Session at February 4, 2026 Board of Directors Meeting
 - 3.a. Closed Session: Conference with Legal Counsel Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4)
Initiation of Litigation: One Case
4. Consent Calendar
 - 4.a. Approval of Minutes of the Board of Directors Regular Meeting of February 4, 2026 and Special Meeting of February 12, 2026 Motion
 - 4.b. Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 2 Motion
 - 4.c. Accept Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter 2 Motion
 - 4.d. Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 2 Motion
 - 4.e. Modifying the Building 200 Project to Adjust the Location of the New Building 200 and Adopting a Second Addendum to the Negative Declaration Resolution
 - 4.f. Adopting the Reimbursement Resolution for the Millbrae Headquarters and North Base Building 200 Project Resolution
5. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
6. Report of the Chair
 - 6.a. Proclamation Declaring March as International Women's History Month Motion
 - 6.b. Resolution of Appreciation for Jeff Gee Resolution

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7. Report of the General Manager/CEO

- | | | |
|------|--|---------------|
| 7.a. | Report of the General Manager/CEO February 25, 2026 | Informational |
| 7.b. | Monthly New Headquarters Construction Status Update and Headquarters Leasing Update | Informational |
| 7.c. | Presentation of Awards for Bus Operator and Maintenance Employee of the Year 2025 | Informational |
| 7.d. | Authorizing Execution of an Agreement for Shared Responsibility of the Peninsula Corridor Joint Powers Board's California Public Employees' Retirement System Pension Liability | Resolution |
| 7.e. | Caltrain and The San Mateo County Transit District: Managing Agency History
History of San Mateo County Transit District and San Mateo County's Support for Becoming Managing Agency for Caltrain | Informational |

8. Recess to Committee Meetings

9. Community Relations Committee / Committee of the Whole

P. Ratto (Chair), R. Medina, J. Gee

- | | | |
|------|--|---------------|
| 9.a. | Call to Order | |
| 9.b. | Approval of Minutes of the Community Relations Committee Meeting of February 4, 2026 | Motion |
| 9.c. | Accessible Services Update | Informational |
| 9.d. | Citizens Advisory Committee Update | Informational |
| 9.e. | Paratransit Advisory Council Update | Informational |
| 9.f. | State of Service Report Fiscal Year 2026 Quarter 2 | Informational |
| 9.g. | Adjourn | |

10. Finance Committee / Committee of the Whole

R. Medina (Chair), J. Powell, J. Speier

- 10.a. Call to Order
- 10.b. Approval of Minutes of the Finance Committee Meeting of February 4, 2026 Motion
- 10.c. Authorizing Execution of an Agreement to Utilize Up to 70 Parking Spaces at the Millbrae Bay Area Rapid Transit District (BART) Station at a Total Cost of Up to \$660,000 For Five Years Motion
- 10.d. Awarding a Contract to Samsara, Inc. to Provide Dual-Facing Artificial Intelligence (AI) Dash Cameras Subscription Services for 235 Fixed-Route Buses for a Not-To-Exceed Amount of \$240,000 for a Three-Year Base Term, and up to Three Additional One-Year Option Terms for a Not-To-Exceed Amount of \$240,000 Motion
- 10.e. Awarding a Contract to Group 4 Architecture, Research + Planning, Inc. for On-Call General Engineering Consultant Design Services for a Not-To-Exceed Amount of \$18 Million for a Seven-Year Term Motion
- 10.f. Receive Quarterly Financial Report Fiscal Year 2026 Quarter 2 Results and Financial Outlook Informational
- 10.g. Adjourn

11. Legislative Committee / Committee of the Whole

M. Fraser (Chair), P. Ratto, D. Canepa

- 11.a. Call to Order
- 11.b. Approval of Minutes of the Legislative Committee Meeting of February 4, 2026 Motion
- 11.c. Receive Legislative Update Informational
- 11.d. Adjourn

12. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
Cancelled as there are no business items this month

13. Reconvene Board of Directors Meeting

14. Matters for Board Consideration: Finance Committee

- | | |
|--|------------|
| 14.a. Authorizing Execution of an Agreement to Utilize Up to 70 Parking Spaces at the Millbrae Bay Area Rapid Transit District (BART) Station at a Total Cost of Up to \$660,000 For Five Years | Resolution |
| 14.b. Awarding a Contract to Samsara, Inc. to Provide Dual-Facing Artificial Intelligence (AI) Dash Cameras Subscription Services for 235 Fixed-Route Buses for a Not-To-Exceed Amount of \$240,000 for a Three-Year Base Term, and up to Three Additional One-Year Option Terms for a Not-To-Exceed Amount of \$240,000 | Resolution |
| 14.c. Awarding a Contract to Group 4 Architecture, Research + Planning, Inc. for On-Call General Engineering Consultant Design Services for a Not-To-Exceed Amount of \$18 Million for a Seven-Year Term | Resolution |

15. Communications to the Board of Directors

16. Board Members Requests

17. Date / Time of Next Regular Meeting: Wednesday, April 1, 2026, at 2:00 pm

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

18. Report of the General Counsel

19. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

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

**San Mateo County Transit District
Board of Directors**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of February 4, 2026

Members Present: David J. Canepa, Marina Fraser, Rico E. Medina, Josh Powell, Peter Ratto, Jackie Speier (arrived at 2:07 pm), Brooks Esser (Vice Chair), Marie Chuang (Chair)

Members Absent: Jeff Gee

Staff Present: T. Bartholomew, E. Beach, J. Cassman, A. Chan, T. Dubost, J. Epstein, C. Gomez, D. Harbour, T. Huckaby, L. Ko, L. Lumina-Hsu, J. Mello, D. Olmeda, A. Rivas, K. Yin

1. Call to Order / Pledge of Allegiance

Chair Marie Chuang called the meeting to order at 2:00 pm and led the Pledge of Allegiance.

2. Roll Call

Loana Lumina-Hsu, Deputy District Secretary, called the roll and confirmed that a Board quorum was present.

3. Report Out from Closed Session at January 7, 2026 Board Meeting

**3.a. Closed Session: Conference with Legal Counsel Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4)
Initiation of Litigation: One Case**

**3.b. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8 Property: Parcel Nos. 015-180-200, 015-180-110 (Southeast portion of Belle Aire Island, South San Francisco)
Agency negotiator: Janni Baugh, Acting Director of Real Estate
Negotiating parties: ELCAM Co. and Bay Investment Co.
Under negotiation: Price and terms of payment**

Joan Cassman, General Counsel, stated there were no reportable actions.

4. Consent Calendar

4.a. Approval of Minutes of the Board of Directors Meeting of January 7, 2026

4.b. Accept Quarterly Investment Report

4.c. Bus Stop Improvement Program (BSIP) Amenity Refresh Project (including Safety and Security Improvements) – Adoption of New Standards – *Approved by Resolution No. 2026-07*

4.d. Adopting the San Mateo County Transit District's 2025 Title VI Program –
Approved by Resolution No. 2026-08

Motion/Second: Medina/Esser

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

Noes: None

Absent: Gee, Speier

5. Public Comment for Items Not on the Agenda

Aleta Dupree, Team Folds, commented on Clipper 2.0 integration and spoke in support of zero emission bus fleet.

6. Report of the Chair

Chair Chuang stated there was no report.

6.a. Proclamation Declaring February as National African American (Black) History Month

Tasha Bartholomew, Director, Communications, presented the proclamation that included the recognition of the history, contributions, and the culture of the African American community during February. From a 2024 triennial survey, eight percent of SamTrans' riders were African American. SamTrans commemorates National African American (Black) History Month through a bus wrap, employee-held events, and social media highlights showcasing employees.

Motion/Second: Ratto/Esser

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

Noes: None

Absent: Gee, Speier

Director Speier arrived at 2:07 pm.

7. Report of the General Manager/CEO

7.a. Report of the General Manager/CEO | January 28, 2026

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

- Black History Month, Lunar New Year, and SamTrans 50th Anniversary bus wraps
- Super Bowl preparation: shared SamTrans' participation in human trafficking prevention
- Clipper 2.0 issues, including back-end software issues and deployment of patches and troubleshooting by Cubic Corporation and Metropolitan Transportation Commission (MTC)
- Bay Area Rapid Transit District (BART) Board workshop on February 12 to determine level of service adjustments and possible station cuts

7.b. Monthly Headquarters Construction Status Update

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

- Day 2 construction initiated and closeout of Day 1 items
- Tenant leasing, vehicle parking, and purchasing of the building items to come back later for board review and approval
- SamTrans' partial rent paid to landlord at the new HQ from December 22

Staff provided further clarification in response to the following Board comments and questions regarding tenant lease progress and June 1 headquarters move-in.

Public Comment

Aleta Dupree, Team Folds, commented on the implemented bus wraps, Super Bowl preparations and Clipper usage, and new headquarters accessibility.

7.c. SamTrans 50th Anniversary Activities

Ms. Bartholomew and Taylor Huckaby, Deputy Chief, Communications, provided the presentation that included marketing events, promotions, stakeholder recognition, a bus wrap, a time capsule, and community events to celebrate SamTrans' 50th Anniversary throughout the year.

Staff provided further clarification in response to the following Board comments and questions regarding the project budget, in-house creative services, leveraged partnerships, memorabilia, and revenue sources to offset costs.

Public Comment

Aleta Dupree, Team Folds, commented on the 50th anniversary logo design, public transit agencies milestones and historical development celebrations, heritage tours, and time capsules.

Roland commented on the celebration budget and transparency, revenue sources, and BART workshop coordination.

8. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 2:46 pm.

13. Reconvene Board of Directors Meeting

Chair Chuang reconvened the Board meeting at 4:20 pm.

14. Matters for Board Consideration: Finance Committee

Committee Chair Medina led the Board in voting on the following items:

14.a. Authorizing the Purchase of up to 31 Non-Revenue Support Vehicles Through State of California, Department of General Services Contracts for a Total Not-To-Exceed Amount of \$1,338,500 and the Disposition of up to 25 Surplus Support Vehicles –
Approved by Resolution No. 2026-09

14.b. Authorizing an Amendment to On-Call Construction Management Services Contract to Increase the Amount by \$9 Million –
Approved by Resolution No. 2026-10

Motion/Second: Speier/Ratto

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

Noes: None

Absent: Gee

15. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee

Committee Chair Powell led the Board in voting on the following item:

15.a. Adopting a New Transit Oriented Development and Property Disposition Policy; and Declaring Certain Properties Exempt Surplus Land Under the Surplus Land Act Pursuant to Government Code Section 54221(f)(1)(S) and Section 54221(b)(1) and Authorizing Related Actions –
Approved by Resolution No. 2026-11 and Resolution No. 2026-12

Motion/Second: Fraser/Esser

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

Noes: None

Absent: Gee

16. Communications to the Board of Directors – Ms. Lumina-Hsu noted the correspondence was posted online.

17. Board Member Requests – There were none.

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

19. Report of the General Counsel

19.a. Closed Session: Conference with Legal Counsel Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4)
Initiation of Litigation: One Case

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

The Board adjourned to closed session at 4:23 pm.

Director Medina recused from closed session.

20. Adjourn – The meeting adjourned at 5:24 pm.

DRAFT

**San Mateo County Transit District
Board of Directors
Special Meeting – Board Workshop**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of February 12, 2026

Members Present: Marina Fraser, Jeff Gee, Rico E. Medina, Josh Powell, Peter Ratto, Jackie Speier, Brooks Esser (Vice Chair), Marie Chuang (Chair)

Members Absent: David J. Canepa

Staff Present: E. Beach, J. Cassman, A. Chan, J. Epstein, K. Jordan Steiner, L. Lumina-Hsu, J. Mello, D. Olmeda, D. Santoro, R. Sreekakula, M. Tseng

1. Call to Order / Pledge of Allegiance

Chair Marie Chuang called the meeting to order at 9:00 am and led the Pledge of Allegiance.

2. Roll Call

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

Chair Chuang provided opening remarks describing the purpose of the workshop.

April Chan, General Manager/CEO, stated public transit agencies are reviewing their service levels and outlook, and explained the assumptions in the items presented at the workshop is based on current levels of service and connections with partner agencies. Ms. Chan further explained should other public transit agencies decide to reduce service levels, San Mateo County Transit District (SamTrans) will reevaluate service and connections to those agencies.

3. San Mateo County Transit District 10-Year Operating and Capital Financial Outlook

Kate Jordan Steiner, Chief Financial Officer, and Joshua Mello, Chief Planning Officer, provided the presentation that included the following:

- Financial outlook of operating costs, operating revenues and expenditures, non-labor operating expenditures, energy costs, and 10-year capital need
- Leveraging funding sources of passenger fares, real estate revenues, advertising, other revenue opportunities, grants. and potential regional funding
- Leveraging expenses including service and operational changes, labor and non-labor, and capital investment reconsiderations
- Largest leverage is operating monies directed for capital investments projects and priorities; Fiscal Years 2026 – 2029 (FY26-29) Capital Improvement Projects (CIP) with \$180 million unfunded and FY26-35 Capital Program with \$600 million funding not identified

- At current levels, operating deficit can no longer be covered beginning FY28 as expenditures continues to outpace revenue
- \$2 billion in capital needs through FY35
- Financial strategy includes new and expanded revenue and reduce spending

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Current outlook does not assume new additional funding such as the regional funding measure
- Fare rate increases; current fare rates on par with partnering public transit agencies
- Increased insurance costs and claims; self-insurance and captive risk pool assessments; review current insurance options
- Planning versus carrying forward the capital investment needs
- State of Good Repair (SOGR) ongoing costs: vehicle replacement, maintenance; property and buildings; confirmed items were not neglected
- Bulk of unfunded needs for projects undergoing needs assessment which will be programmed
- Advertising and digital revenue sources

Emily Beach, Chief Communications Officer, provided additional information on advertising efforts. Ravi Sreekakula, Manager of Sales and Advertising, stated staff exploring advertising and digital revenue opportunities; currently in rear-bus advertising trial; advertising space and outlook increased; \$775,000 minimum guarantee revenue for 2026; sponsorship for bus wraps; and digital advertising at bus stops with Bus Stop Improvement Plan (BSIP) implementation.

Board discussion continued and staff provided further clarification which included the following:

- Board policies that limit or hamper ways to increase revenue sources; need to review Board policies
- Dynamic advertising pricing
- Labor performance management; coaching, mentorship, and discipline
- Ridership levels and demographics; service levels
- Fare structure; targeted fare increases; effect of fare increase on riders by demographic; Clipper 2.0 roll-out and alternatives
- New opportunities with Bus Stop Improvement Plan (BSIP)
- Enhancing services: Dumbarton; customer experience
- Implications if District does not proceed with projects
- Fare study: analysis of sales tax in San Mateo County, demographic data of who pays the sales tax
- Autonomous vehicles and rideshare services competition; collaboration opportunity for first and last mile connectivity to public transit

- Positive rider experience; improve East-West connectivity
- Proactive real estate efforts; reach out to developers

The Board meeting recessed at 10:14 am.

The Board meeting resumed at 10:27 am.

4. Innovative Clean Transit (ICT) Current Status and Next Steps

David Olmeda, Chief Operating Officer, Bus, provided the presentation that included the following:

- Fuel Cell Electric Buses (FCEB) procurement process
- ICT state mandate; plans already submitted to the State; implication of changing plans and canceling contracts
- Federal and State funding sources for procuring buses
- Infrastructure improvements at North Base and South Base to support electric and hydrogen fleet; fully funded battery-electric buses plug-in and pantograph chargers
- Hydrogen fueling station funding at risk; Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) funding terminated
- Battery-electric buses (BEB) performance; issues and limitations flagged and being resolved by manufacturers; issues have no operational impact
- Next 62 bus procurement options include continuing with zero-emission buses (ZEB) plans; extending lifetime of current diesel buses; procure new diesel buses; or delay procurement

Staff provided further clarification in response to the Board comments and questions, which included the following:

- Board commitment to zero emissions by 2040 and efficient way to achieve goal
- Outside influences: ARCHES funding lost; fueling prices instability; Federal funding challenges
- Feasibility to keep older buses in fleet; replacement parts availability and costs
- California Air Resource Board (CARB) requirements; obtaining exemptions if keeping diesel in service
- Lack of certainty with hydrogen fuel sources, changes in private sector use of hydrogen and clean energy
- CARB regulation timeline by 2040; no discussions about changes; regulation allows for off-ramps; District can appeal to CARB if facing difficulties meeting timeline
- Limited manufacturers for bus types: one for FCEB, two for BEB
- Directed to have conversations with hydrogen-fuel production companies
- Ability to secure long-term hydrogen fuel contract; opportunities to stabilize the hydrogen fuel costs or bulk purchasing
- After 2029, law mandates bus procurement to be zero-emission; cost, depreciation, and residual funding when District purchases clean diesel and sell in 2040 CARB mandate requirements and process for exemptions

- Possibility in delaying delivery; repair existing buses, challenges in obtaining replacement parts; hybrid vehicle unique as no longer manufactured; needed parts will have to be built or sourced as a used component; longer lead times; vehicle taken out of revenue service; uncertainty on reliability of bus components
- Certainty of funding sources
- Ability to piggy-back on an existing contract to jump on an existing production schedule
- Diesel engine requires executive order and certification; there is no certified engine in California that can be purchased and operated

Cliff Thorne, Director of Maintenance, Orange County Transportation Authority (OCTA), provided information on OCTA's experience with BEBs and FCEBs; procuring vehicles in advance of replacement; grant funding used to cover cost difference of clean natural gas (CNG) and ZEBs. FCEBs operating well with availability of replacement parts and service. Alameda-Contra Costa County Transit District (AC Transit) and OCTA partnered on procurement however the buses' battery manufacturing moving overseas and experienced supply chain issues. Hydrogen station commissioned was reliable; cost of fuel continues to be biggest cost driver. There were no stations to use and had to build redundancy; if a station goes down, have to travel far to nearest fueling station.

Board discussion continued and staff provided further clarification which included the following:

- CNG buses and compliance with zero-emission regulation
- Previous Board decision to go for hydrogen was based on perceived State funding support
- Fuel facility constraints when deciding on bus procurement
- Improve electrical infrastructure at bases if desire for more BEBs

Public Comment

Aleta Dupree, Team Folds, commented on BEBs, hydrogen buses and pollution levels.

The Board meeting recessed at 11:58 am.

The Board meeting resumed at 12:07 pm.

5. Regional Transit Measure (Senate Bill 63) Outreach and Local Investment Plan Discussion

Shayna van Hoften, General Counsel, provided legal guidelines for discussion during campaign ballot measure season.

Jessica Epstein, Director, Government and Community Affairs, provided background on the regional transit measure, local investment plan, and outreach efforts.

Eileen Goodwin, Apex Strategies, facilitated the discussion for the Board to provide additional guidance on balancing priorities in addition to the ad hoc committee feedback:

“1. Specific projects versus general bucks. Do we want to assign project names?”

- Coastside cities feedback, other transportation needs
- Funding to bridge deficit, not new projects

“2. Preservation of existing service only or opportunity to fund new projects/service? Proposed way to split?”

- Importance to cover expected deficit
- Belt tightening messaging

“3. Fund operations, capital, or keep flexible? Guidance on splits?”

- No additional Board guidance

“4. New initiatives and service aligned with SMCTD Strategic Plan—or accept/fund new ideas?”

- No additional Board guidance

“5. Include projects/operations that last beyond the measure’s lifetime—or only what fits in the 14-year plan (such as pilot projects)?”

- Transit is dynamic and adjust on performance
- Projects needs to pay for themselves; projects held to timeline and monies go back into the pot

“6. Fund allowable pavement improvements, and to what level given the other priorities and other funding sources (Measure A)?”

- El Camino Real improvements
- Working with California Department of Transportation (Caltrans) takes more staff time than entering into an agreement or Memorandum of Understanding (MOU)

“7. How to consider geographic diversity in fund distribution (population, voting population, riders, other? What if agencies provide local match to prioritize what they want?)”

- No additional Board guidance

“8. Public/stakeholder input along with Agency priorities—is there a weighting of some sort?”

- Appropriately reserving Measure A money

“9. How to best synch with 2025 polling data: likely voter priorities?”

- Using tax funds for information gathering
- No polling by the District; Ability to get polling information from other agencies
- Local cities’ impact fee on developments opportunity for funding public transportation
- Measure W local contributions

Public Comment

Aleta Dupree, Team Folds, spoke in support of Senate Bil 63 and SamTrans, and commented on high capacity public transit.

Chair Chuang provided closing comments and looking forward to updates in the future.

Ms. Chan stated items will come back to the Board either at a regular meeting or another retreat.

6. Adjourn – The meeting adjourned at 12:54 pm.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 2**

Action

Staff recommends the San Mateo County Transit District (SamTrans) Board of Directors (Board) accept the quarterly fuel hedge update report for Fiscal Year 2026 Quarter 2.

Background

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

Significance

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

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

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

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

Fiscal Year 2026 (FY26) Quarter 2 Fuel Hedge Performance

- In the 2nd Quarter of Fiscal Year 2026 (FY26Q2), the fuel hedging program realized a net gain of \$28,761. This is approximately \$0.08 per gallon of realized gain on 358,479 consumed gallons for the quarter. The gain reflects the difference between the hedged price and the actual market price of fuel during the period, which can fluctuate based on market conditions. The approximate cost of fuel before taxes and fees and after the effect of the hedge was \$2.90 (Hedged Rate \$/Gallon).
- For the 1st Quarter of Fiscal Year 2026 (FY26Q1) there was a realized net gain of \$24,348 or \$0.06 per gallon on 418,885 gallons of consumption with a cost before taxes and fees and after hedging of \$3.05 (Hedged Rate \$/Gallon).

The FY26Q2 results reflect realized gains, which is in line with expectations as we anticipate incurring gains approximately half of the time, with losses anticipated in other periods. The primary purpose of the hedge is to manage financial risk, not speculate or make investment gains. Any loss or gain from the hedge offsets fluctuations in the fuel prices and helps SamTrans to smooth the impacts of market volatility.

FY26Q2 Hedge Program Asset Information

- The futures account value of \$2,202,912 as of December 31, 2025 consists of:
 - \$200,000 in net cash contributions by SamTrans since inception in May 2020
 - \$248,176 in cumulative net interest income (of which \$16,441 was earned in FY26Q2) since inception
 - \$1,749,121 in realized net gains (decreased fuel cost) since inception
 - \$5,615 in unrealized gain (contingent future decreased fuel cost), down by \$207,627 from \$213,242 on September 30, 2025
- As of September 30, 2025, the future account value was \$2,365,337. The value decreased by \$162,425 during FY26Q2.

FY26 Prospective

- For the 3rd Quarter of Fiscal Year 2026 (FY26Q3) there is an unrealized loss of \$1,079 which is \$0.04/gallon on all projected consumption. This assumes projected consumption of 295,308 gallons for FY26Q3 at an average price of \$2.79 per gallon, net of fuel hedge. The actual consumption of diesel has been greater than the budgeted amount, due to delays in deploying Battery Electric Buses (BEBs) and Hydrogen Fuel Cell Electric Buses (FCEBs), resulting in continued reliance on diesel fleets.

- For FY26, approximately 84 percent of the remaining anticipated fuel usage of 593,896 gallons is hedged. Hedging at 84 percent allows SamTrans to balance budget certainty with operational flexibility in the case fuel consumption is lower than anticipated (rollout of ZEBs or service adjustments). The projected cost for the remainder of FY26 excluding taxes and fees and including the hedge is \$2.75 (Hedged Rate \$/Gallon).

Budget Impact

There is no impact on the budget.

Prepared By: Adela Alicic

Finance Manager

650-508-7981

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Subject: **Accept Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter 2**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) accept the attached Contracts and Procurement Quarterly Report on Technology Purchases for the Second Quarter of Fiscal Year 2026.

Significance

Pursuant to Resolution No. 2025-23, the Board directed staff to provide a report to the Board on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Budget Impact

Accepting this report has no impact to the budget.

Background

Pursuant to Resolution No. 2025-23, the Board authorized the General Manager/CEO or designee to execute contracts and amendments exceeding \$250,000 for:

- a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
- b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned information technology, hardware, and software;

- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.

Prepared By: Kevin Yin

Director, Contracts and Procurement

650-622-7860

C&P Quarterly Report of Technology Purchases Through the Second Quarter of Fiscal Year 2026

SAMTRANS

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

Resolution #2025-23
Total Board Approved Authority
\$8,000,000

C&P Quarterly Report of Technology Purchases for First Quarter of Fiscal Year 2026

July 1, 2025 - September 30, 2025		1st Quarter				
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-23	Total Contract or PO Amount (latest change included)	Remaining Authority
9/2/2025	25-S-T-022	Triune Infomatics	Exercise option year 1 of 1 and add funds for option year 1 of 1 for the payroll pass-through services for System Administrator	\$ 262,799.28	\$ 525,598.56	
9/8/2025	19-S-S-10	Motorola Solutions	Amendment 1 to the contract for the maintenance and support of Motorola radios extends the base term by three years from five to eight years and adds funds for the three-year extension.	\$ 219,288.94	\$ 405,882.94	
Subtotal				\$ 482,088.22	\$ 931,481.50	\$ 7,517,911.78

C&P Quarterly Report of Technology Purchases for Second Quarter of Fiscal Year 2026

October 1, 2025 - December 31, 2025		2nd Quarter				
Date	Contract # or PO#	Vendor	Contract or PO Description	Contract Authority Amount Deducted from IT Resolution#2025-23	Total Contract or PO Amount (latest change included)	Remaining Authority
10/1/2025	26-S-L-028	ePlus	Darktrace AI Cybersecurity Subscription for 3-years.	\$ 316,500.00	\$ 949,500.00	
10/7/2025	SAMTR-000022060A	Dell Marketing	FY26 Annual Blanket PO for Dell hardware.	\$ 350,000.00	\$ 350,000.00	
10/8/2025	25-S-T-031	Triune Informatics	Exercise option year 1 of 1 and add funds for option year 1 of 1 for the payroll pass-through services for Hastus Developer.	\$ 207,797.74	\$ 415,595.48	
11/24/2025	24-S-T-032	Presidio Networked Solutions	Exercise option year 2 of 2 for technology professional services. Time only extension.	\$ -	\$ 1,600,000.00	
12/1/2025	26-S-T-052A	Triune Infomatics	GSA RFQ Payroll Passthrough Services for Business Analyst/Programmer for a three-year base term plus two one-year options.	\$ 567,028.80	\$ 567,028.80	
12/1/2025	26-S-T-059	Triune Infomatics	GSA RFQ Payroll Passthrough Services for Two IT Project Manager for a one-year base term plus one option year.	\$ 434,707.52	\$ 869,415.04	
Subtotal				\$ 1,876,034.06	\$ 4,751,539.32	\$ 5,641,877.72

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manger/CEO
From: David Santoro, Chief Administration Officer
Subject: **Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 2**

Action

Staff recommends that the San Mateo County Transit District (District) Board of Director (Board) accept the quarterly report for Board-awarded on-call contracts for Fiscal Year 2026 Quarter 2 (FY26Q2).

Significance

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

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

The below on-call contracts had work directives issued during the reporting period.

1. Construction Management Services (CMS) for Battery Electric Bus, Hydrogen Fuel Cell Electric Bus, and Bus Facility Infrastructure Projects Contract No. 23-S-P-025
2. General Engineering Consultant (GEC) Design Services Contract No. 21-S-P-028
3. Environmental Planning, Permitting, and Support Services Contract No. 19-S-P-072
4. Recruiting Contract No. 25-S-P-008
5. Technology Professional Services Contract No. 24-S-T-082

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

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

The below on-call contracts had no work directives issued during the reporting period.

8. Bus Scheduling Support Contract No. 21-S-S-011

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

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

11. Printing Services Contract No. 21-S-P-031

12. Project Management Oversight (PMO) Contract No. 21-S-P-052

13. Real Estate and Other Legal Services Contract No. 22-S-P-023

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

Budget Impact

There is no impact on the budget.

Prepared By: Kevin Yin

Director, Contracts and Procurement

650-622-7860

Attachment 1

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

Scope of Services

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	8.0	\$9,000,000
Exercised:	6.0	\$9,000,000
Work Directives Issued:		\$8,397,756
Remaining Exercised Capacity:		\$602,244

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2191	979	45%	93%

Table 3

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

Table 4

Vendor	Jacobs	TOTAL
Contract #	23-S-P-025	\$9,000,000
Total WDs Issued	\$8,397,756	\$8,397,756
Current Reporting Period	\$128,347	\$128,347

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
22312	Facilities – TAM Plan Assessment Update	Technical and analytical services relative to District’s current and projected Transit Asset Management (TAM) Plan and best practices, which is FTA required.	Jacobs		12/24/2025	8/31/2026	\$128,347
Total Amount This Period							\$128,347

Attachment 2

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

Scope of Services

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

Scope of Services (As-Needed Design and Engineering)

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

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

Work Directive Phases (Typical)

WDs may authorize any or all project phases, including:

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$8,000,000
Work Directives Issued:		\$7,484,822
Remaining Exercised Capacity:		\$515,178

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2,556	1,757	69%	94%

Table 3

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

Table 4

Vendor	Group 4	Total
Contract #	21-S-P-028	
Total WDs Issued	\$7,484,822	\$7,484,822
Current Reporting Period	\$12,394	\$12,394

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
21578	SamTrans - Bus Stop Improvement Plan, Phase #BSIP-02	Provide design and detailed technical specifications and cost estimates for 26 bus stop locations identified by the District as part of the Bus Stop Improvement Plan, Phase BSIP #2 (Non ECR) Near Term priority sites receiving new bus shelters and other amenities.	Group 4	1/23/2026	11/21/2025	Annual NTP	\$12,394
Total Amount This Period							\$12,394

Attachment 3

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

Scope of Services

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

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$6,000,000
Exercised:	7.0	\$6,000,000
Work Directives Issued:		\$4,207,625.05
Remaining Exercised Capacity:		\$1,792,373.95

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2556	2258	88%	70.13%

Table 3

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

Table 4

Vendor	HDR Engineering	ICF Jones and Stokes	WSP USA Solutions, Inc. (FKA Louis Berger U.S., INC.)	TOTAL
Contract #	19-S-P-072A	19-S-P-072B	19-S-P-072C	
Total WDs Issued	\$1,344,536.94	\$0	\$2,863,089.11	\$4,207,626.05
Current Reporting Period	\$0	\$0	\$0	\$0

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
20288-A2	Innovative Clean Transit (ICT) Plan Update	Consultant is tasked to update its current Innovative Clean Transit (ICT) Rollout Plan, originally adopted by the Board in December 2020. The SamTrans ICT Rollout Plan is in response to the California Air Resources Board (CARB) ICT Regulation, which mandates the full conversion of bus fleets, with associated infrastructure and operating plan, to zero-emission by 2040. The Plan, adopted by the SamTrans Board, was submitted to CARB in 2020. Amendment 2 was to extend the period of performance from 12/31/2025 up to 6/1/2026. There are no changes to the scope of work or budget	WSP	11/25/2025	8/11/2023	6/1/2026	\$0
Total Amount This Period							\$0

Attachment 4

Contract Name: Recruiting Contract No. 25-S-P-008

Scope of Services

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$3,600,000
Exercised:	5.0	\$3,600,000
Work Directives Issued:		\$36,750
Remaining Exercised Capacity:		\$3,563,250

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2,555	383	15%	1.03%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	2/1/2025	1/31/2030	5.0	\$3,600,000	2025-01
Option 1	2/1/2030	1/31/2031	1.0		2025-01
Option 2	2/1/2031	1/31/2032	1.0		2025-01
Amendment					
Total:			7.0	\$3,600,000	

Table 4

Vendor	Cogent Infotech Corporation	Domain Experts	InterSources	TOTAL
Contract #	25-S-P-008-A	25-S-P-008-C	25-S-P-008-B	
Total WDs Issued	\$36,750	\$0	\$0	\$36,750
Current Reporting Period	\$36,750	\$0	\$0	\$36,750

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
	Full Cycle Recruitment for IT Director, Applications	The purpose of this Work Directive (WD) is to get proposals to provide full cycle recruitment services to fill the Agency's vacant IT Director of Applications position.	Cogent				\$36,750
Total Amount This Period							\$36,750

Attachment 5

Contract Name: Technology Professional Services Contract No. 24-S-T-082

Scope of Services

This is an Agreement for On-Call Technology Professional Services. The District may issue Work Directives (WDs) against the Agreement at any time, on an on-call basis during the Agreement's period of performance. Each WD will contain a period of performance and compensation terms specific to the WD. At the District's sole discretion, WDs will be issued on either a Not-to-Exceed or Firm-Fixed Price basis.

Table 1

Contract Summary	Years	Amount
Total Capacity:	3.0	\$2,400,000
Exercised:	2.0	\$1,600,000
Work Directives Issued:		\$291,200
Remaining Exercised Capacity:		\$1,521,040

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1095	730	67%	5%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	2/20/2024	2/19/2025	1.0	\$800.000	Encapsulated in 2024-26
Option 1	2/20/2025	2/19/2026	1.0	\$800.000	Encapsulated in 2024-26
Option 2	2/20/2026	2/19/2027	1.0	\$800.000	Encapsulated in 2024-26
Amendment					
Total:			3.0	\$2,400,000	

Table 4

Vendor	CDW	TOTAL
Contract #	24-S-T-082	
Total WDs Issued	\$291,200	\$291,200
Current Reporting Period	\$291,200	\$291,200

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
21654	IT Infrastructure Project Manager	CONTRACTOR shall provide an IT Infrastructure Project Manager, further detailed in the District's WD Proposal Request (WDPR) dated February 27, 2025, and CONTRACTOR's WD Proposal and negotiated Rates as summarized in an email dated May 9, 2025, both of which are incorporated herewith by this reference.	CDW		5/19/2025	5/18/2026	\$291,200
Total Amount This Period							\$291,200

Attachment 6

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

Scope of Services

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$10,500,000
Exercised:	5.0	\$7,500,000
Work Directives Issued:		\$183,733.27
Remaining Exercised Capacity:		\$7,316,266.73

Table 2

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

Table 3

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

Table 4

Vendor	AppleOne, Inc.	SearchPros Staffing LLC	Tellus Solutions Inc.	TOTAL
Contract #	25-S-P-014A	25-S-P-014B	24-S-P-014C	
Total WDs Issued	\$0	\$30,187.40	\$156,695.15	\$186,882.55
Current Reporting Period	\$0	\$30,187.40	\$80,743.03	\$110,930.43

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
	Procurement Specialist	Procurement Specialist Temporary 6-month assignment	Tellus Solutions		10/13/2025	10/17/2025	\$2,458.61
	Procurement Specialist	Procurement Specialist Temporary 6-month assignment – WD released again due to first selection not working out	SearchPros		10/27/2025	2/20/2026	\$21,456.96
	Admin Support Specialist (IT)	Part-time Admin Support Specialist (IT) Temporary 6-month assignment	Tellus Solutions		11/03/2026	5/03/2026	\$7,824.88
	Budget Analyst	Budget Analyst Temporary 6-month assignment	Tellus Solutions		11/17/2025	1/09/2026	\$17,288.00
	Budget Analyst	Budget Analyst Temporary 6-month assignment	SearchPros		12/08/2025	6/08/2026	\$8,730.44
	IT Support	IT Support Temporary 6-month assignment	Tellus Solutions		7/21/2025	2/07/2026	\$21,114.10
	Comms Specialist	Communications Specialist Temporary, part-time 3-month assignment (assist with school outreach)	Tellus Solutions		8/04/2025	11/14/2025	\$1,078.92
	Admin Support Specialist (Maintenance)	Admin Support Specialist Temporary 6-month assignment at North Base	Tellus Solutions		4/21/2025	10/17/2025	\$5,712.64
	EA (Comms)	Executive Admin Temporary 6-month, part-time assignment	Tellus Solutions		8/04/2025	12/16/2025	\$10,876.68
	Accountant II	Accountant II Temporary 6-month assignment – finished assignment early	Tellus Solutions		12/01/2025	2/06/2026	\$14,389.20
Total Amount This Period							\$110,930.43

Attachment 7

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

Scope of Services

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

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

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	\$11,250,000.00
Exercised:	6.0	\$9,375,000.00
Work Directives Issued:		\$8,689,554.84
Remaining Exercised Capacity:		\$2,560,445.16

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2555	2140	84%	76.07%

Table 3

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

Table 4

Vendor	Fehr & Peers	Nelson/ Nygaard	Stantec Consulting, Inc.	TOTAL
Contract #	20-S-P-007A	20-S-P-007B	20-S-P-007C	
Total WDs Issued	\$5,845,877.96	\$2,714,312.86	\$129,364.02	\$8,689,554.84
Current Reporting Period	\$268,515.58	\$261,375.32	\$0	\$529,890.90

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
21365-A3	Millbrae HQ– Pro-forma Analysis	CONSULTANT shall complete a pro-forma analysis for the new HQ building in Millbrae, CA. Amendment 3 is to extend up to 6/30/2026. No change to compensation	Fehr & Peers	12/15/2025	2/18/2025	6/30/2026	\$0
22069	SamTrans FY28-FY31 Capital Improvement Plan (CIP) and FY28-FY37 Capital Program	CONSULTANT shall provide support for the preparation of the upcoming Capital Improvement Plan (CIP) for Fiscal Years (FY) 2028 to 2037	Fehr & Peers	11/19/2025	11/24/2025	2/27/2027	\$174,957.74
21561	2025 SamTrans Fare Study	CONSULTANT shall provide services to complete the 2025 SamTrans Fare Study	Nelson/ Nygaard	12/19/2025	12/19/2025	3/31/2027	\$249,261.17
21593-A1	Colma Transit Oriented Development (TOD) Bus Layover Planning and Design 15%	CONSULTANT shall develop the Colma Bart Station Park and Ride Lot into a Transit Oriented Development (TOD), which includes planning, design, property site survey and legal or property descriptions. Amendment 1 is to extend up to 3/31/2026. There is no change to compensation	Fehr & Peers	11/18/2025	4/4/2025	3/30/2025	\$0

21362-A1	SamTrans Operating Facilities Assessment (SOFA)	CONSULTANT shall provide services for the SamTrans Operating Facilities Assessment (SOFA) to assess medium to long-term needs, gaps, and opportunities associated with the District's operating facilities. Amendment 1 is to extend up to October 30, 2026. No changes to compensation	Fehr & Peers	12/2/2025	10/4/2024	10/30/2026	\$0
21558-A1	Service Policy Framework Update & Reimagine SamTrans Assessment	CONSULTANT shall update the SamTrans Service Policy Framework and conduct various assessments. Amendment 1 is to extend up to June 30, 2026. No change to compensation	Nelson/ Nygaard	12/2/2025	2/18/2025	6/30/2026	\$0
WDPR 22070	GBI Program Management and Staffing Support (FY26)	CONSULTANT shall provide interim program management and staffing support for the implementation of the Grand Boulevard Initiative during FY26	Fehr & Peers	12/18/2025	11/1/2025	6/30/2026	\$93,557.84

18740-A6	SamTrans Bus Stop Improvement Plan (BSIP) for Contract	<p>CONSULTANT shall provide services to support the production of a Bus Stop Improvement Plan (BSIP). This is a unique study for SamTrans that combines planning, policy, design, and implementation considerations while introducing some challenging organizational and jurisdictional questions. Amendment 6 is to extend up to February 28, 2026. There is no change to compensation.</p>	Fehr & Peers	12/10/2025	5/4/2022	2/28/2026	\$0
22061-A1	HQ Building Support	<p>CONSULTANT shall provide services for the development of a contract to select a building management firm for the new Headquarters (HQ) in Millbrae. Amendment 1 is to extend up to 6/30/2026 and add scope of service of 6 month period or total of 54 hours of support.</p>	Nelson/ Nygaard	12/23/2025	9/1/2025	12/30/2025	\$12,114.15

22068-A1	North Base Relocation Analysis	CONSULTANT shall provide a comprehensive relocation analysis of SamTrans' North Base operations. Amendment 1 is to extend up to April 1, 2026. No changes to compensation	Fehr & Peers	12/15/2025	8/13/2025	4/1/2026	\$0
Total Amount This Period							\$ 529,890.90

Attachment 8

Contract Name: Bus Scheduling Support Contract No. 21-S-S-011

Scope of Services

Consultant shall provide (1) On-Call Fixed Route Bus Scheduling Services and (2) On-Call Research and Optimization Services.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	\$802,794
Work Directives Issued:		\$115,776.00
Remaining Exercised Capacity:		\$687,018.00

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	1733	95%	14.42%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/Authorized
Base	5/16/2021	5/15/2026	5.0	\$802,794	2021-13
Amendment					
Total:			5.0	\$802,794	

Table 4

Vendor	Csched	TOTAL
Contract #	21-S-S-011	
Total WDs Issued	\$115,776	\$115,776
Current Reporting Period	\$0	\$0

Table 5

No WDs issued this reporting period.

Attachment 9

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

Scope of Services

Services primarily consist of legal and strategic advice and support, when the District's General Legal Counsel is unable to represent the District due to a conflict of interest, for matters related to litigation, condemnation, insurance law, and construction law.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	1,237,500
Work Directives Issued:		\$300,000
Remaining Exercised Capacity:		\$937,500

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	468	26%	24.24%

Table 3

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

Table 4

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

Table 5

No WDs issued this reporting period.

Attachment 10

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

Scope of Services

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	8.0	\$15,000,000
Exercised:	6.0	\$15,000,000
Work Directives Issued:		\$4,838,569
Remaining Exercised Capacity:		\$10,161,431

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2192	919	42%	32%

Table 3

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

Table 4

Vendor	Stantec	STV	TOTAL
Contract #	23-S-P-038A	23-S-P-038B	\$15,000,000
Total WDs Issued	2	2	\$4,838,569
Current Reporting Period	\$0		\$0

Table 5

No WDs issued this reporting period.

Attachment 11

Contract Name: Printing Services Contract No. 21-S-P-031

Scope of Services

This contract is to provide On-Call printing services of timetables, bus shelter system maps, bus shelter ad posters, posters, brochures, take-ones, newsletters, time cards, dispatch log books and marketing materials.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	\$630,500
Work Directives Issued:		\$564,319
Remaining Exercised Capacity:		\$66,181

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	1710	94%	90%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/Authorized
Base	6/1/2021	5/31/2026	5.0	\$380,500	2021-15
Amendment	3/5/2025	5/31/2026	1.2	\$250,000	
Total:			6.2	\$630,500	

Table 4

Vendor	Dakota Press	Essence	Eyekick Visuals	TOTAL
Contract #	21-S-P-031-A	21-S-P-031-B	21-S-P-031-C	
Total WDs Issued	\$0	\$0	\$0	\$0
Current Reporting Period	\$11,253	\$1,880	\$7,224	\$20,356

Table 5

No WDs issued this reporting period.

Attachment 12

Contract Name: Project Management Oversight (PMO) Contract No. 21-S-P-052

Scope of Services

Pursuant to Resolution No. 2021-39, the San Mateo County Transit District Board of Directors awarded a contract for on-call program management oversight services to Jacobs Project Management Company (Jacobs) for a five-year term with an aggregate cost not-to-exceed the amount of \$2.5 million. This contract is to provide on-call program management oversight services in support of capital improvement projects at various District properties.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	\$2,500,000
Work Directives Issued:		\$2,380,609
Remaining Exercised Capacity:		\$119,391

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	1587	87%	95%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	10/1/21	9/30/26	5.0	\$2,500,000	2021-39
Option 1					
Option 2					
Amendment					
Total:			5.0	\$2,500,000	

Table 4

Vendor	Jacobs	TOTAL
Contract #	21-S-P-052	\$2,500,000
Total WDs Issued	\$2,380,609	\$2,380,609
Current Reporting Period	\$0	\$0

Table 5

No WDs issued this reporting period.

Attachment 13

Contract Name: Real Estate and Other Legal Services Contract No, 22-S-P-023

Scope of Services

The Services primarily consist of legal and strategic advice and support, when the District's General Legal Counsel is unable to represent the District due to a conflict of interest, for matters related to litigation, condemnation, insurance law, and construction law.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	\$500,000
Invoices Processed:		\$13,360
Remaining Exercised Capacity:		\$486,640

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1825	1364	75%	2.67%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/Authorized
Base	5/20/2022	5/19/2027	5.0	\$500,000	2022-27
Amendment					
Total:			5.0	\$500,000	

Table 4

Vendor	BERGMAN DACEY GOLDSMITH (BDG)	NOSSAMAN, LLP	TOTAL
Contract #	22-S-P-023A	22-S-P-023B	
Total Invoices Processed	\$13,360	\$0	\$13,360
Current Reporting Period	\$0	\$0	\$0

Table 5

No WDs issued this reporting period.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joshua Mello, Executive Officer, Planning and Development

Subject: **Modifying the Building 200 Project to Adjust the Location of the New Building 200 and Adopting a Second Addendum to the Negative Declaration**

Action

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

1. Approve the modified location of the New Building 200 and the elimination of Temporary Building 200 and Building 800 from the Building 200 Project and the District's North Base bus operations and maintenance facility in South San Francisco (Project); and
2. Adopt a California Environmental Quality Act (CEQA) Second Addendum to the Negative Declaration (ND) for the Project.

Significance

In early 2025, the District determined that the scope of the Project must include a temporary facility to house Building 200 operations during demolition of the existing structure and construction of the new permanent structure. The District also determined that it would be most efficient for the Temporary Building 200 to not include building utility and mechanical equipment and, instead, to construct a permanent new building for this purpose (Building 800). The District prepared an addendum to the Building 200 Project 2024 Final Initial Study – Negative Declaration (IS-ND) (First Addendum) that considered these changes. In April 2025, the Board adopted the First Addendum, and the District filed a Notice of Determination with the San Mateo County Clerk and State Clearinghouse.

Since completion of the First Addendum, the District has determined the Project scope must be altered. Originally, the new Building 200 (New Building 200) was to be constructed in the same footprint as the Existing Building 200. In an effort to minimize the disruption to operations at North Base and allow for the fastest possible transition between use of the existing Building 200 (Existing Building 200) and the New Building 200, the New Building 200 will now be constructed approximately 65 feet south of the Existing Building 200. The Existing Building 200 will continue to be utilized during construction of the New Building 200. This proposed change eliminates the need to construct either a temporary Building 200 or the contemplated Building 800.

Once construction of the New Building 200 is complete, the existing building will be demolished, the site repaved, and the operations integrated into the existing bus yard.

In conformance with CEQA Guidelines Section 15164, the District has analyzed the potential construction/operation of the modified location of the New Building 200 to determine whether and to what extent the previous ND remains sufficient to address the potential impacts of the Project. The Second Addendum addresses only the modified location of the New Building 200. The Second Addendum demonstrates that there are no substantial changes proposed to the Project or in the circumstances in which the Project will be undertaken that require major revisions of the ND. The Second Addendum to the ND concludes that the Project will not have a significant effect on the environment. The Second Addendum to the ND is not required to be circulated for public review.

Budget Impact

Accepting the Second Building 200 CEQA Addendum itself has no budget impact. The construction and operation of the New Building 200 would have a budget impact that would be determined as plans for the Project are finalized.

Background

In 2019, the District prepared a Settlement Evaluation Study to better understand soil conditions at the Existing Building 200. This study determined that the soil conditions are poor and causing pronounced differential settlement across the building footprint that has impacted the usability of the building. The floor elevations are higher near the east and west ends of the building and lower toward the center of the building, with up to 20 inches of variation across the foundation mat. Due to these soil conditions, it is not cost effective to expand or modify the existing building, and instead, the building must be fully replaced.

The New Building 200 would be constructed to a similar size as the building analyzed in the IS-ND and First Addendum. As considered under the Second Addendum, the New Building 200 would be located approximately 65 feet south of the Existing Building 200. The New Building 200 would include ground improvements (i.e., cement-soil mixing). The New Building 200 would replace the existing one-story, 10,650 square foot (sf) building. The New Building 200 would be a two-story, 27-foot-tall, 19,450 sf building. The New Building 200 would provide additional space for management offices, operator amenities, bus operations, meeting space, and support spaces.

Prepared By: Bo Baney

Manager, Environmental and
Sustainability Planning

650-508-7792

Resolution No. 2026-

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

* * *

**Modifying the Building 200 Project to Adjust the Location of the New
Building 200 and Adopting a Second Addendum to the Negative Declaration**

Whereas, the San Mateo County Transit District (District) Building 200 Replacement Project (Project) entails replacement of a one-story, 10,650 square foot (sf) building (Building 200) located in the southeastern corner of its North Base in the City of South San Francisco, San Mateo County, California; and

Whereas, the New Building 200 would be a two-story, 27-foot-tall, 19,450 sf building that would provide additional space for management offices, operator amenities, bus operations, meeting space, and support spaces; and

Whereas, the District has determined that the Project scope must be altered to ensure SamTrans' service to local riders is not disrupted; and

Whereas, previously, the District intended to construct a Temporary Building 200 and a permanent structure to include building utility and mechanical equipment (Building 800) to be utilized during demolition/construction of the New Building 200; and

Whereas, in an effort to minimize the disruption to operations at the North Base and allow for the fastest possible transition between use of the Existing Building 200 and the New Building 200, the new building will now be constructed approximately 65 feet south of the existing building's footprint; and

Whereas, accordingly, a Temporary Building 200 and a permanent Building 800 will not be required; and

Whereas, pursuant to the California Environmental Quality Act (CEQA), in 2024 the District's Board of Directors (Board) adopted the Building 200 Project Final Initial Study – Negative Declaration (IS-ND); and

Whereas, the District filed a Notice of Determination for the Project with the San Mateo County Clerk and State Clearinghouse on December 6, 2024; and

Whereas, also pursuant to CEQA, in 2025 the Board adopted the First Addendum to the Building 200 IS-ND; and

Whereas, the District filed a Notice of Determination for the Project with the San Mateo County Clerk and State Clearinghouse on April 3, 2025; and

Whereas, the First Addendum did not consider the modified location of the New Building 200, which is now expected to be located approximately 65 feet south of the Existing Building 200; and

Whereas, the District prepared a Second Addendum to the ND, in conformance with CEQA Guidelines Section 15164, to determine whether and to what extent the ND remains sufficient to address the potential impacts of the new location of Building 200; and

Whereas, the Second Addendum demonstrates and the Board hereby finds that:
(a) there are no substantial changes proposed to the Project or the circumstances in which the Project will be undertaken that require major revisions of the ND due to new or substantially increased significant environmental effects; (b) the proposed revisions do not require

preparation of a new subsequent or supplemental ND; (c) the Project is consistent with the ND and would involve only minor changes; and (d) there has been no discovery of new information of substantial importance that would trigger or require major revisions of the ND due to significant environmental effects.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby adopts the 2025 Second Addendum to the Building 200 Project Final IS-ND and the findings stated above; and

Be It Further Resolved that the Board of Directors of the District hereby approves modification of the Project to adjust the location of the New Building 200; and

Be It Further Resolved the District Secretary is directed to file a CEQA Notice of Determination promptly with the County Clerk of San Mateo and State Clearinghouse; and

Be It Further Resolved the record of this action shall be maintained by the Board Secretary at the District's office at 1250 San Carlos Avenue in San Carlos, CA.

Regularly passed and adopted this 4th day of March, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

SECOND ADDENDUM TO THE
SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)
BUILDING 200 INITIAL STUDY / NEGATIVE DECLARATION



San Mateo County Transit District

February 2026

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1.0 BACKGROUND AND PURPOSE

BACKGROUND

The San Mateo County Transit District (District) is the administrative body for the principal public transit and transportation programs in San Mateo County, consisting of SamTrans bus service (SamTrans) and other public transportation services. This document is the District's California Environmental Quality Act (CEQA) second addendum to the Building 200 Replacement Initial Study/ Negative Declaration (IS-ND).

The District published the Building 200 Replacement Draft IS-ND on October 7, 2024. During the 21-day public review period, the District received no comments on the Draft IS-ND. The District prepared the Final IS-ND. In December 2024, the District's Board of Directors adopted the Negative Declaration, and the District filed a Notice of Determination with the San Mateo County Clerk and State Clearinghouse (SCH #2024120321).

In early 2025, the District determined that the project scope must be expanded to include a temporary facility to house Building 200 operations during demolition of the existing structure and construction of the new permanent structure. The District also determined that it would be most efficient for the Temporary Building 200 to not include building utility and mechanical equipment and, instead, to construct a permanent new building for this purpose (Building 800). The District prepared an addendum to the 2024 Final IS-ND (First Addendum). In April 2025, the District's Board of Directors adopted the First Addendum, and the District filed a Notice of Determination with the San Mateo County Clerk and State Clearinghouse.

Since completion of the First Addendum, the District has determined the project scope must be altered. Originally, the new Building 200 (New Building 200) was to be constructed in the same footprint as the existing Building 200 (Existing Building 200). In an effort to minimize the disruption to operations at the North Base and allow for the fastest possible transition between use of the Existing Building 200 and the New Building 200, the new building will now be constructed approximately 65 feet south of the existing building's footprint.

ADDENDUM PROCESS

When a proposed project is changed or there are changes in the environmental setting, the lead agency must determine whether or not an addendum or subsequent ND is prepared. CEQA Guidelines Sections 15162 and 15164 set forth criteria to assess which environmental document is appropriate. The criteria for determining whether an addendum or subsequent Mitigated Negative Declaration (MND) is prepared are outlined below. If the criteria below are true, then an addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of the environmental impact will occur.
- No new feasible alternatives or mitigation measures that will reduce impacts previously found not to be feasible have, in fact, been found to be feasible.

Based upon the information provided in Sections 2.0 and 3.0 of this document, implementation of the revised Building 200 Replacement project will not result in new significant impacts or substantially increase the severity of impacts previously identified in the 2024 IS-ND and First Addendum, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in Section 15162(a)(3) are present. As such, an addendum is appropriate, and this addendum was prepared to address the environmental effects of the project modifications.

An addendum need not be circulated for public review, but it can be included in, or attached to, the IS-ND. The decision-making body (the District's Board of Directors) shall consider this Second Addendum with the First Addendum and IS-ND prior to making a decision on the revisions to the Building 200 Replacement project. Once

adopted, the Second Addendum, along with the First Addendum and IS-ND, is placed in the administrative record, and a Notice of Determination will be filed with the County Clerk and State Clearinghouse.

2.0 CHANGE IN PROPOSED PROJECT

The Building 200 Replacement project entails the replacement of a one-story, 10,650-square-foot (sf) building (Building 200) located in the southeastern corner of its North Base in the City of South San Francisco, San Mateo County, California. The New Building 200 will be a 19,800-sf building, providing additional space for management offices, operator amenities, bus operations, meeting space, and support spaces. Although the location of the New Building 200 will change as described and analyzed in this Second Addendum, the size of the new building will not change.

Since completion of the First Addendum in 2025, the District has determined that, to maintain SamTrans operations and minimize service disruptions for local riders, the project scope must be revised. Under the First Addendum, the District planned to construct a Temporary Building 200 and permanent Building 800 and would then demolish the Existing Building 200. The New Building 800 would include building utility and mechanical equipment and could easily be switched from the Temporary Building 200 to the New Building 200 when construction was completed.

To simplify this process and to minimize the disruption of SamTrans service, as analyzed in this Second Addendum, the District will construct the New Building 200 approximately 65 feet south of the Existing Building 200 before demolishing the Existing Building 200. Figure 1 depicts the site plan for the New Building 200.

This approach will allow SamTrans to maintain operations throughout construction without the use of temporary facilities or a separate utility building. Therefore, the project will no longer include the construction and demolition of the Temporary Building 200, nor construction of Building 800 described in the First Addendum.

The New Building 200 will be the same size as the New Building 200 that was analyzed in the 2024 IS-ND and the First Addendum.

In addition, the District has determined that construction staging, laydown, or temporary parking lot may be required outside of the existing boundaries of North Base. If necessary, such activities may extend into the adjacent vacant parcel (Assessor Parcel 015180200) directly east of North Base (see Figure 1 and Figure 2). These activities will occur within an approximately 33,226-square-foot area (0.76 acres) located more than 100 feet from the shoreline of Belle Aire Island. The District will obtain a temporary construction easement for such activities.

No other substantial changes to the Building 200 Replacement project will occur.

3.0 UPDATED ENVIRONMENTAL IMPACT ANALYSES

AESTHETICS

The area to be occupied by the new location of the New Building 200 is currently paved with asphalt. There are no scenic trees, rock outcropping, historic buildings, or state scenic highways on or adjacent to these areas. Construction activities will be temporary and will not result in a substantial degradation to the project site, surrounding area, or significant aesthetic resources. Existing scenic vistas will still be available from the San Francisco Bay Trail along the perimeter of Belle Aire Island. Therefore, impacts to aesthetic resources will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

AIR QUALITY

The construction of the New Building 200 just south of what was analyzed in the 2024 IS-ND will not significantly increase construction duration or substantially change construction activities. Temporary construction emissions will be substantially similar to those estimated in the 2024 IS-ND. The proposed project will incorporate construction air

quality best management practices (BMPs) such that substantial concentrations of pollutants will not occur. Sensitive receptors will not be exposed to substantial pollutant concentrations, and diesel odors will be dispersed by prevailing meteorological conditions. Air quality impacts will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

BIOLOGICAL RESOURCES

According to the National Wetlands Inventory, the area approximately 210 feet southeast of the new location for New Building 200 is estuarine and marine wetland. See **Figure 3**.

Construction of the New Building 200 in its modified location will not disturb the coastal salt marsh, mudflats, wetlands, or open water. Construction staging and laydown activities will occur more than 100 feet from these habitats and resources. As indicated in the 2024 IS-ND, construction will comply with the National Pollutant Discharge and Elimination System (NPDES)/Construction General Permit, which will ensure that there is no siltation or other degradation of wetlands.

If project construction begins during the avian breeding season, pre-construction surveys will be undertaken to determine the presence of nesting birds. If nesting birds are observed, no site disturbance will occur within 250 feet of non-raptor nests and 1,000 feet of raptor nests until the chicks have fledged. These provisions will ensure that project construction complies with the Migratory Bird Treaty Act. Impacts to biological resources will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

CULTURAL RESOURCES

As indicated in the 2024 IS-ND, there are no known archaeological or historic archaeological resources at North Base or on Belle Aire Island. The nearest previously identified archaeological site, the North Colma Creek Site (P-41-002164; CA-SMA-000380), is more than 1,000 feet to the west. The construction of the New Building 200 in its modified location will not disturb archaeological resources. There will be no impact, and the impact conclusions from the 2024 IS-ND remain unchanged.

GEOLOGY AND SOILS

Active fault lines are located more than 3 miles away from the North Base. The New Building 200 will be designed and built in compliance with the 2022 California Building Code requirements. Conformance to the current building code recommendations and geotechnical recommendations does not constitute a guarantee that significant structural damage will not occur in the event of a maximum magnitude earthquake; however, it is reasonable to expect that a well-designed and well-constructed structure will not collapse or cause loss of life in a major earthquake. Such construction will reduce the risk of liquefaction beneath the new buildings.

There will be no impacts related to Geology and Soils, and the impact conclusions from the 2024 IS-ND remain unchanged.

HAZARDS AND HAZARDOUS MATERIALS

A search of hazardous sites databases was undertaken for the project. At North Base, no federal National Priority List (Superfund) or Hazardous Waste sites were identified. North Base itself (site T0608100723) is the only known or potentially contaminated area of concern (AOC) identified nearby; the base was a leaking underground storage tank (LUST) cleanup site. The case was opened June 29, 1993, and closed on July 26, 2002. Construction activities will be substantially similar to those described in the 2024 IS-ND. There will be no impact related to hazards and hazardous materials, and the impact conclusions from the 2024 IS-ND remain unchanged.

HYDROLOGY AND WATER QUALITY

As indicated in the 2024 IS-ND, in accordance with NPDES General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented for project construction. The SWPPP will identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. As shown in **Figure 4**, portions of the area are located in the FEMA 500-Year Flood Zone (Zone X), 100-Year Flood Zone (Zone AE), and the 100-Year Flood Zone subject to storm wave hazards (Zone VE). Although the temporary construction staging, laydown, and parking will occur partially within the 100-year flood zone, no permanent new impervious surface will be installed in the floodplain. Construction activities will be substantially similar to those described in the 2024 IS-ND. Impacts to hydrology and water quality will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

NOISE

Construction of the New Building 200 will lead to temporary noise increases associated with construction. The construction equipment used will be similar to that already proposed and analyzed in the 2024 IS-ND. These noise increases will be substantially similar to those already analyzed in the 2024 IS-ND for construction activity. There will be no changes in operations at the North Base, and therefore there will be no operational noise impacts. The impact conclusions from the 2024 IS-ND remain unchanged.

RECREATION

The New Building 200 will be located approximately 170 feet from the San Francisco Bay Trail. Therefore, the modified project will not adversely affect trail access or use. Construction activities will be substantially similar to those described in the 2024 IS-ND. Impacts to recreation will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

TRANSPORTATION

Construction and operation of the New Building 200 will not conflict with transportation plans or programs, increase operational vehicle miles traveled, induce hazards due to design features, or otherwise result in emergency access. Construction activities will be substantially similar to those described in the 2024 IS-ND. Impacts to transportation and traffic will be less than significant; employee parking will continue to be evaluated but this is not envisioned to present an issue. The impact conclusions from the 2024 IS-ND remain unchanged.

OTHER ENVIRONMENTAL TOPICS

As described in the 2024 IS-ND, the North Base does not contain agricultural, forestry, or mineral uses, and is not zoned for such use. The area for the New Building 200 contains no existing housing units and no known tribal cultural resources. Existing land use plans and zoning allow for the building. With the exception of temporary use of the adjacent parcel for construction staging, laydown, or parking, construction activities will be substantially similar to those described in the 2024 IS-ND. Therefore, the construction and operation of the New Building 200 will not result in significant impacts to agricultural and forestry resources, energy, greenhouse gases, land use and planning, mineral resources, population and housing, public services, utilities and service systems, or wildfire. The impact conclusions from the 2024 IS-ND remain unchanged.

MANDATORY FINDINGS OF SIGNIFICANCE

With incorporation of identified best management practices as identified in the 2024 IS-ND and this addendum, the proposed project will not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

The project does not have impacts that are individually limited but cumulatively considerable, and the project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. The impact determinations of the 2024 IS-ND are unchanged.

Signature

Bo Baney,

Manager, Environmental & Sustainability Planning

Date

Figure 1 – Illustrative Site Plan – New Building 200

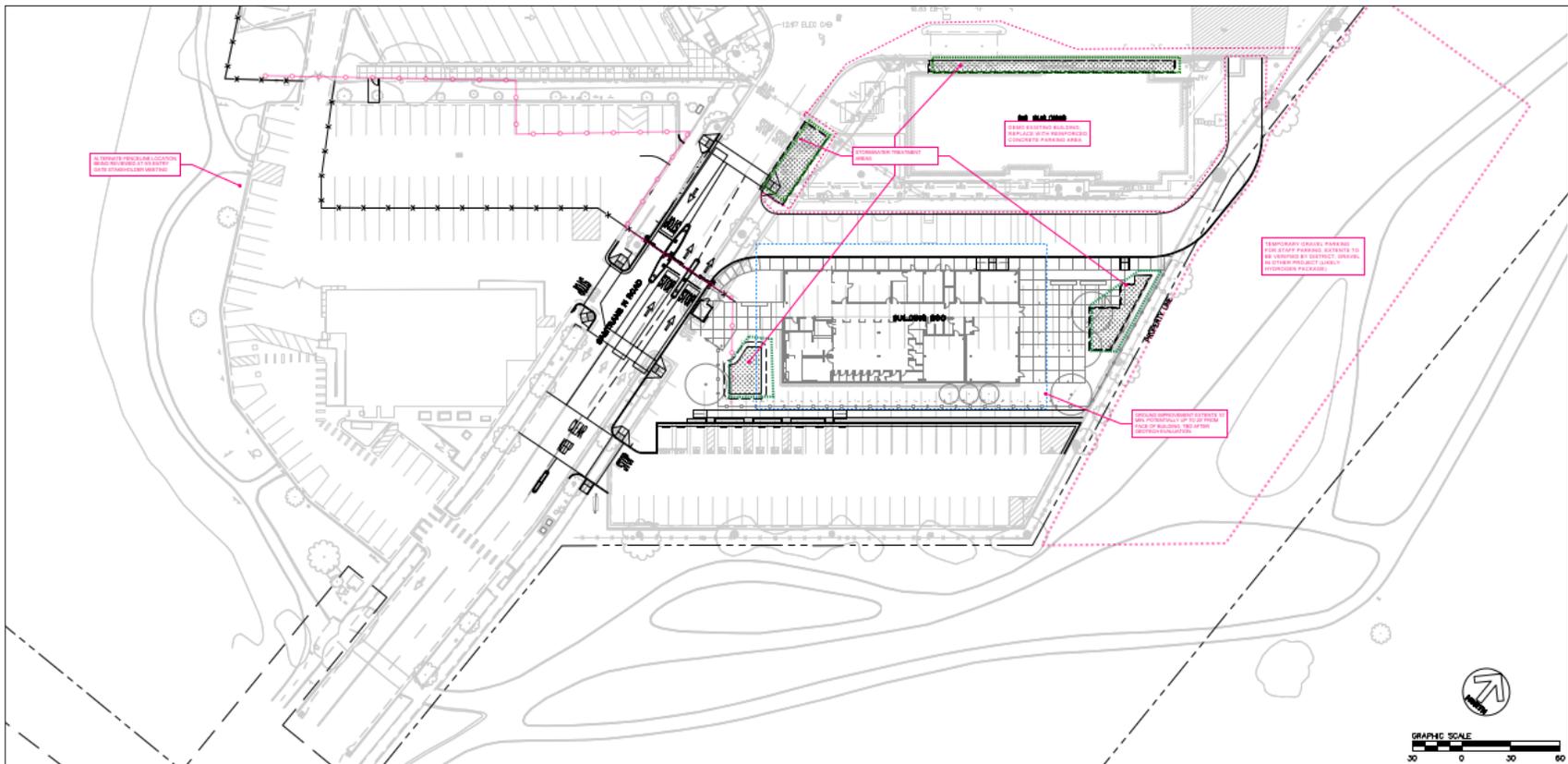


Figure 2 – North Base Aerial Map



Figure 3 – NWI Wetlands

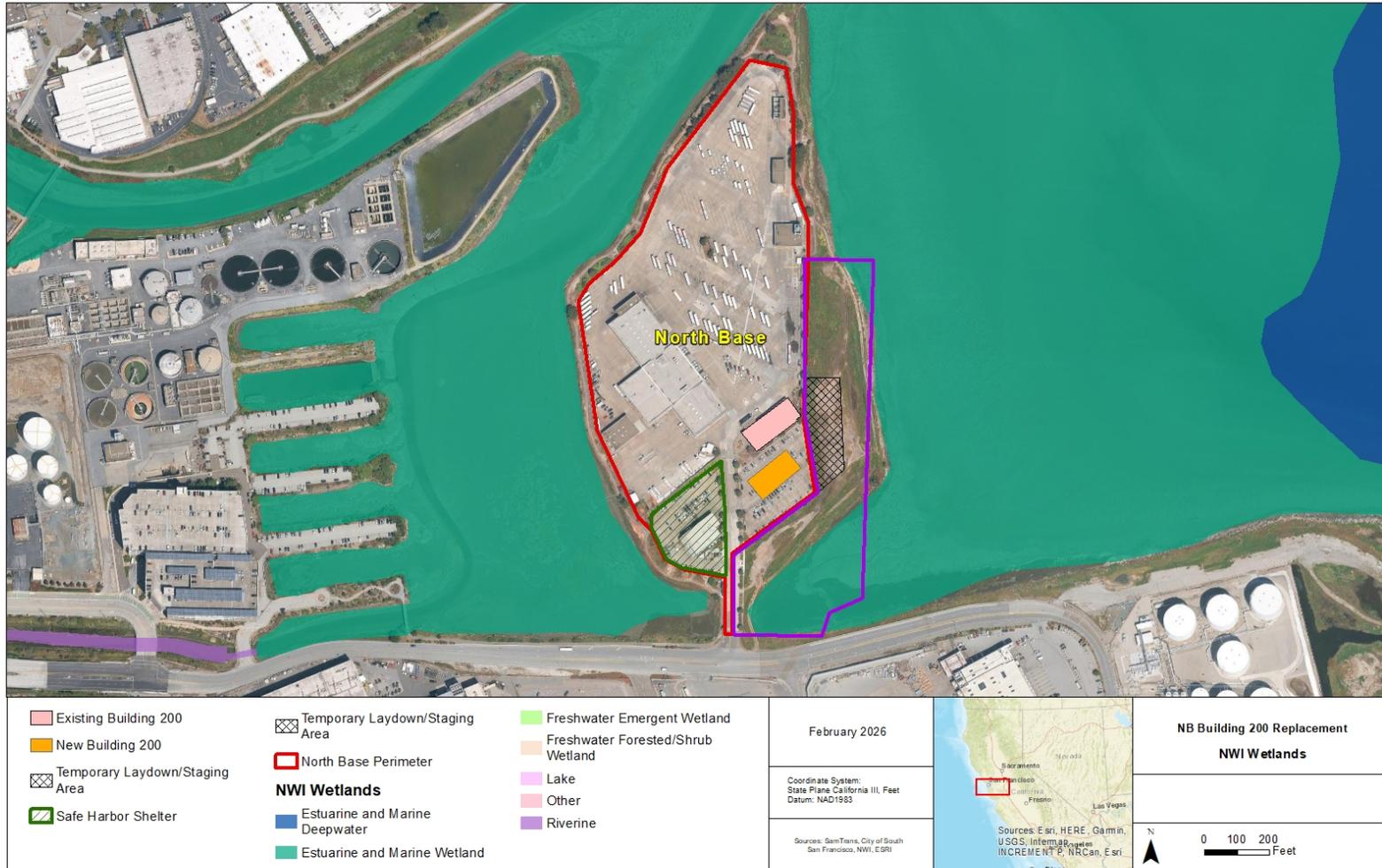
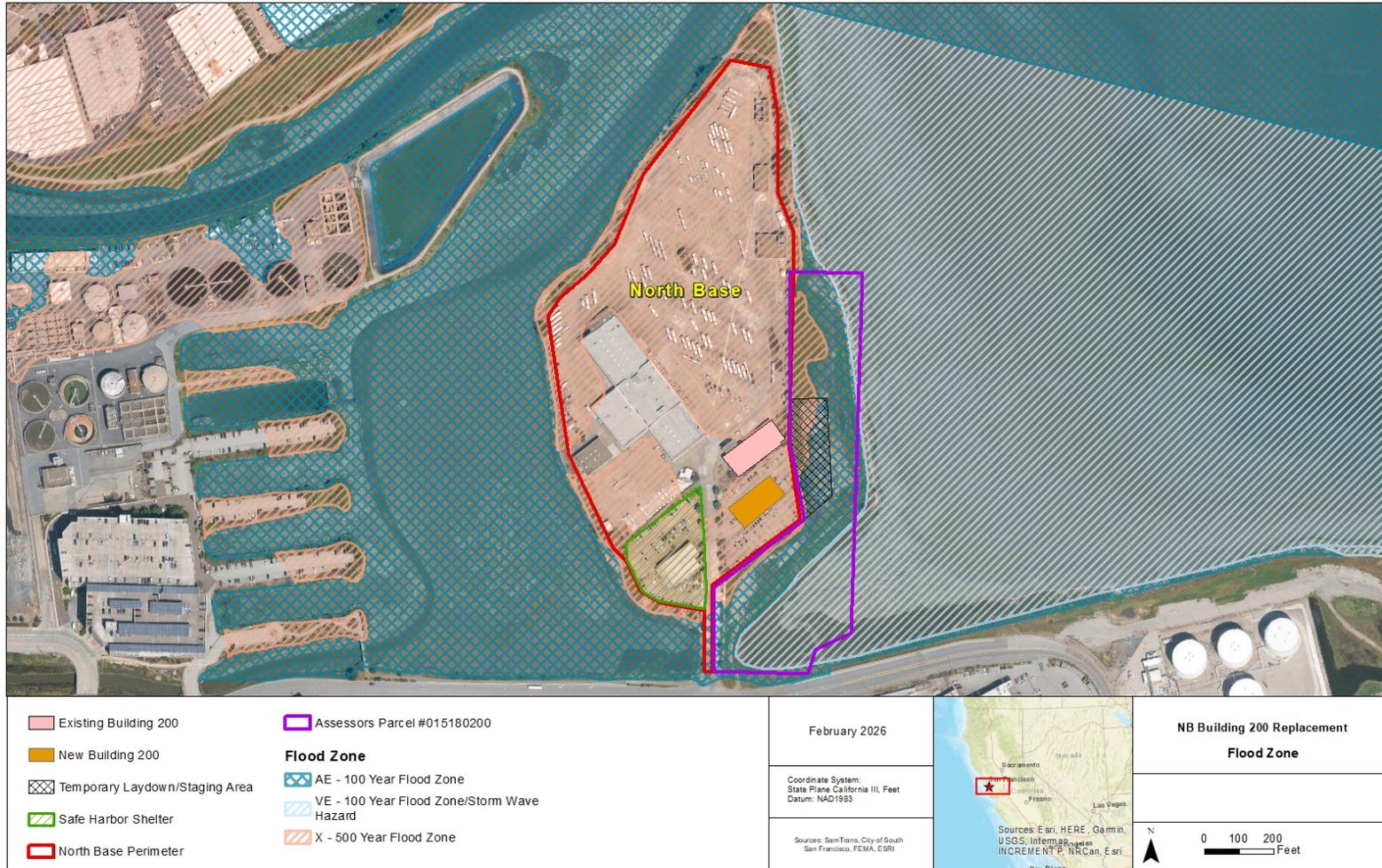


Figure 4 – Flood Zone



**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Adopting the Reimbursement Resolution for the Millbrae Headquarters and North Base Building 200 Project**

Action

Staff recommends that the Board of Directors (Board) adopt a Reimbursement Resolution declaring the San Mateo County Transit District's (District) intent to reimburse eligible prior expenditures associated with (i) the new headquarters office in Millbrae and (ii) replacement of Building 200 at the North Base operations and maintenance facility, both with proceeds of future tax-exempt debt.

Significance

The District is considering the issuance of bonds (taxable and tax-exempt) to finance costs associated with (i) acquisition, renovation, improvement, and equipping of a new headquarters facility located in Millbrae (the "HQ Project") and (ii) the demolition and replacement of the North Base Building 200 maintenance and operations facility (the "North Base 200 Project," and together with the HQ Project, the "Projects"). The District may also consider issuing additional debt in the future for other lawful purposes when it is prudent and appropriate to do so.

The District expects that it may advance funds for certain expenditures related to the Projects prior to the issuance of long-term indebtedness. Treasury Regulation Section 1.150-2 requires the District to declare its reasonable official intent to reimburse such prior expenditures with proceeds of a subsequent tax-exempt borrowing in order for those expenditures to be eligible for reimbursement from tax-exempt bond proceeds.

Adoption of this Reimbursement Resolution will provide the District with flexibility to adjust uses for the debt before issuing in November 2026. This flexibility empowers the District to respond to evolving capital needs.

Budget Impact

There is no budget impact associated with adoption of the proposed resolution.

Background

Adoption of the Declaration of Official Intent is made solely for purposes of establishing compliance with Section 1.150-2 of the Treasury Regulations, which will enable the District to

reimburse itself for allowable expenditures incurred prior to completion of a contemplated tax-exempt financing. It does not bind the District to make any expenditure or incur any indebtedness, but rather serves to preserve flexibility for the District as it further develops the financing plan for the Project(s).

Prepared By: Adela Alicic

Finance Manager

650-508-7981

Resolution No. 2026-

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

* * *

**Adopting the Reimbursement Resolution for the Millbrae Headquarters and
North Base Building 200 Project**

Whereas, pursuant to Resolution No. 2023-59, the Board of Directors (Board) authorized the San Mateo County Transit District (District) to enter into a lease-to-purchase agreement for the Gateway at Millbrae Station, a 180,000-square-foot building, consisting of approximately 157,000 square feet of office space and 23,000 square feet of retail space, all located at 166 North Rollins Road, Millbrae, California 94030 (Millbrae HQ), adjacent to the Millbrae Bay Area Rapid Transit District (BART) and Caltrain Stations, to relocate the District's headquarters, with the understanding that the interior of the building still needed to be constructed and improved before it would be ready for use by the District and its future subtenants and tenants; and

Whereas, the District is preparing to replace Building 200, a single-story building currently located in the southeastern corner of its SamTrans North Base Operations and Maintenance facility at 301 N. Access Road, South San Francisco, California 94080 (Building 200) to ameliorate a settlement issue caused by poor soil conditions and provide additional space for management offices, operator amenities, bus operations, meeting space, and support space; and

Whereas, the District expects to incur certain expenditures in connection with certain capital costs of the Millbrae HQ and Building 200 replacement, collectively referred to as the

“Project” (as further defined below) prior to the issuance of indebtedness to be used to finance such expenditures; and

Whereas, Section 1.150-2 of the Treasury Regulations require the District to declare its reasonable official intent to reimburse prior expenditures for the Project with the proceeds of tax-exempt indebtedness; and

Whereas, the District has been advised that, except for certain preliminary expenditures (e.g., architectural, engineering, etc.), only costs of the Project paid within 60 days of the date hereof can be reimbursed with tax-exempt bond proceeds and any reimbursement allocation must be made not later than 18 months after the later of (i) the date the original Project expenditure was paid, or (ii) the date the Project is placed-in-service, but in no event more than three years after the date the Project expenditure is paid.

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

Section 1. Findings. The foregoing recitals are true and correct.

Section 2. Project. The Project includes expenditures associated with (i) the acquisition, renovation, improvements, and equipping of the Millbrae HQ (collectively, the “HQ Project”), and (ii) either (a) demolishing the existing Building 200, and constructing, improving, and equipping a two-story replacement building on the same site or at a site to be determined in the future or (b) relocating the same Building 200 at a site to be determined in the future, with such relocation to include additional capital costs to facilitate the relocation and subsequent renovation, equipping, and use of the building (collectively, the “Building 200 Project,” and together with the HQ Project, the “Project”).

Section 3. Reimbursement. The District expects that it will pay certain expenditures in connection with the Project prior to the issuance of bonds for the Project. The District reasonably expects that it will reimburse itself for the use of certain of such funds with the proceeds of one or more bond issues (taxable or tax-exempt) to be issued by the District to finance the costs of the Project. The maximum principal amount of bonds expected to be issued for the Project will not exceed \$256,860,000, which includes \$206,250,000 for the HQ Project and \$50,600,000 for the Building 200 Project. This statement of official intent to reimburse constitutes a declaration of official intent under Section 1.150-2 of the Treasury Regulations.

Section 4. Effective Date. This Resolution shall take effect from after its adoption.

Regularly passed and adopted this 4th day of March, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



SamTrans Reimbursement Resolution

Item #4.f.
3/4/2026



Overview of Recommendation

- Adopt resolution to reimburse cash paid for Headquarters (HQ) Project and North Base 200 Project with tax-exempt bond proceeds
- Treasury Regulation Section 1.150-2 requires issuers of tax-exempt bonds to formally declare their intent to reimburse prior capital expenditures with tax-exempt bond proceeds

Reimbursement Resolution

Treasury Regulation Section 1.150-2:

- Declare intent to reimburse prior capital expenditures with tax-exempt bond proceeds.
- Must be made within 60 days after the original expenditure is paid.
- Tax-exempt bond proceeds must be used to reimburse the issuer within the allowed reimbursement window.
 - Typically, within 18 months or later of the expenditure date or project being placed in service, but no later than 3 years after the expenditure.

Reimbursement Resolution

HQ Project:

- Acquisition, improvement, renovation, tenant improvement and non-tenant improvements of a 180,000 square-foot headquarters.

North Base 200:

- Demolition of the existing North Base Building and construction, improvement, equipping of a new replacement facility on the same site or alternate site to be determined in the future.

Recommendation

Adopt the Reimbursement Resolution declaring the intent of SamTrans to reimburse expenditures made prior to funding availability on tax-exempt debt issued for Capital Projects



Item #4.f.
3/4/2026

Thank You



Please email alica@samTrans.com with any questions.

Proclamation

Declaring March as International Women’s History Month

Whereas, National Women's History Week was first recognized in 1981 and celebrated each March from 1982 through 1986 to highlight the contributions of women in history and contemporary society; and

Whereas, thanks to the advocacy efforts of the National Women’s History Project, in 1987 Congress recognized March as the first annual Women’s History Month, which has been observed and celebrated each March thereafter across the United States; and

Whereas, women of every race, class and ethnic background have made significant and historic contributions to the growth and strength of our society in countless recorded and unrecorded ways; and

Whereas, the leadership of the women on the San Mateo County Transit District Board of Directors serves as an example of community and civic engagement for girls and women in San Mateo County; and

Whereas, women have led the way in securing their own rights of suffrage and equal opportunity, and also in the abolitionist movement, emancipation movement, industrial labor movement, and the civil rights movement to help create a more fair and just society for all; and

Whereas, in March 2024, the District formed the Empowering Women in Transit Employee Resource Group (EWIT ERG) to promote the development and education of women by undertaking internal and external activities to attract, retain, empower, inform, inspire, and support female employees; and

Whereas, in honor of Women’s History Month, the District will highlight female staff throughout the month in a special Employee Spotlight feature on the District’s various social media platforms; and

Now, Therefore, the San Mateo County Transit District Board of Directors does hereby recognize March as International Women’s History Month to celebrate the immense contributions of women in the United States.

Regularly passed and adopted this 4th day of March, 2026.



Chair, San Mateo County Transit District

Resolution No. 2026-

Board of Directors, San Mateo County Transit District

State of California

Resolution of Appreciation for

Jeff Gee

Whereas, Director Jeff Gee started on the San Mateo County Transit District (District or SamTrans) Board of Directors in 2012 and has served as chair with distinction and exemplary collegiality twice in 2014 and 2025; and

Whereas, Jeff Gee strongly supported and led the Board's approval to join the Bay Area's proposed 14-year regional transportation measure with strong oversight and accountability measures; and

Whereas, Jeff Gee supported and approved a new Capital Improvement Plan (CIP) and 10-Year Capital Program to guide the agency's infrastructure and fleet investments through 2035, in alignment with the District's new Moving San Mateo County 10-Year Strategic Plan, adopted in November 2024; and

Whereas, Jeff Gee led the approval of a new Passenger Suspension Policy, strengthening the agency's commitment to safety for riders and worker safety; and

Whereas, Jeff Gee strongly supported the District's bold leap toward sustainability with its growing investment in hydrogen fuel cell electric buses (FCEBs); and

Whereas, Jeff Gee oversaw monthly status reports of the District’s new headquarters tenant improvements “on time and on budget”; and

Whereas, Jeff Gee assisted with the development of the Grand Boulevard Initiative (GBI) Action Plan in 2025 that was adopted by the board in January 2026; and

Whereas, Jeff Gee proudly represented SamTrans and his hometown in the annual Redwood City Hometown Holidays Parade; and

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors hereby commends and expresses its sincere appreciation to **Jeff Gee** for his outstanding service to the District, his strong and collaborative leadership, and many accomplishments on behalf of SamTrans customers.

Regularly passed and adopted this 4th day of March, 2026.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2026

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

APRIL CHAN
 GENERAL MANAGER/CEO



Memorandum

Date: February 25, 2026
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Report of the General Manager/CEO

SamTrans fixed-route bus ridership achieved a 98.8 percent recovery rate for the 6 months ending December 2025 compared to the 6 months ending December 2019 (pre-pandemic). The 98.8 percent ridership recovery rate is above 83.2 percent experienced by bus services throughout the nation.

Ridership	6 Months Ending December 2019	6 Months Ending December 2025	Ridership Recovery Rate
SamTrans	5,547,121	5,484,329	98.8%
AC Transit	27,743,255	20,154,222	72.6%
SFMTA	105,495,836	85,167,026	80.7%
VTA	13,949,645	12,219,958	87.6%
Dallas	19,183,781	14,432,723	75.2%
Seattle - King	60,743,253	44,791,316	73.7%
Chicago	120,400,669	93,168,554	77.4%
Atlanta	26,398,820	17,849,034	67.6%
New York MTA	359,979,128	343,635,878	95.5%
National Bus	2,291,851,809	1,906,330,452	83.2%
Caltrain	9,588,332	7,277,864	75.9%
BART Extension	6,816,918	3,415,378	50.1%
BART System	64,026,896	32,916,580	51.4%
National Rail	2,484,008,645	1,948,115,675	78.4%
Total NTD Trips	5,032,729,289	4,055,846,628	80.6%

Bus Operator Staffing

	<u>Approved FTEs</u>	<u>Trainees</u>	<u>No. Bus Operators*</u>
Bus Operators	350	0	362

*Includes employees on long-term leave

Miles Between Preventable Accidents

The table below illustrates the miles between accidents performance by mode and location for the month of January 2026. South base and micro transit services had zero accidents in the month of January 2026.

While accidents are defined as any event that involves any of the following: fatality, serious injury, collision of a District vehicle, or major property damage, preventable accidents are a subset of all reported accidents. A preventable accident is one in which the driver failed to do everything reasonably to prevent it. Most of the District’s preventable accidents are negligible in severity.

	<u>January 2026</u>		
	<u>Total Miles</u>	<u>Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>
North Base	379,287	8	47,411
South Base	235,336	0	No accidents
Trainee In-service	1,371	0	No accidents
CUB	247,145	8	30,893
Fixed Route Total	863,139	16	53,946
ADA	185,111	2	92,556
Micro Transit	17,774	0	No accidents

Monthly State of Service Report Update

The Monthly State of Service Report typically included in each monthly Board of Director’s packet is not included this month due to data integrity concerns. Staff is working to resolve and correct these suspected data issues before presenting information publicly. Staff plans to provide a combined Monthly State of Service Report next month that includes a summary of system performance for both January and February 2026.

Safety Updates

A new Safety Campaign focuses on “Construction and Detour Awareness.” Construction zones and detours increase the risk of accidents due to lane shifts, reduced visibility, changes in traffic patterns, and unexpected pedestrian activity. Operators are reminded to adjust their driving behavior to maintain safety and prevent incidents, including reducing speed and increasing

following distance. They are also trained to stay alert for workers, equipment, and flaggers, and to avoid distractions and remain focused on roadway changes. They should be prepared for sudden stops, lane changes and follow all detours carefully. They are also trained to communicate with Radio Control if conditions are uncertain and report all hazards.

SamTrans Fare Study On-Board Rider Survey

In January 2026, SamTrans launched a Fare Study with the goal to assess current fare pricing, products, and policy. Staff have engaged consultant support to complete technical tasks such as engaging riders through an on-board survey and to conduct fare elasticity model and analysis. This March, the project team will conduct an on-board rider survey on select SamTrans route. Survey results will inform a fare elasticity model and price sensitivity analysis. The study will include scenario planning for potential fare adjustments, consider tradeoffs, identify opportunities for improvement, and explore potential impacts to ridership and revenue generation. Once technical analysis and scenario planning has been completed, staff will engage the Board in a discussion about tradeoffs.

Status of Clipper 2.0 Launch

As of mid-February, customers are still experiencing back-end data migration issues related to launch of Clipper 2.0. A number of software upgrades were made, and we are waiting on reports to relay whether those changes are successful. Staff will report the latest at the March 4, 2026, Board of Directors meeting.

Regarding impact to SamTrans riders, impact is primarily limited to the passholders. Due to data migration issues, some customers may be unable to view or load their 2026 passes. Staff continues to direct our riders to contact Clipper Customer Service, but staff is monitoring the activities to determine severity of the impact.

Finally, in order to handle the customer calls, Metropolitan Transportation Commission (MTC) has expanded customer hours on weekdays from 8:00 a.m. – 5:00 p.m. to 7:00 a.m. – 6:00 p.m.

Employee of the Month (EOM) Recognitions, January 2026

Bus Operator EOM for North Base is **Tyrone Duncan**. This is Tyrone's first EOM Award during his two and one-half years of service with the District.

Bus Operator EOM for South Base is **Jose Avila-Moreno**. This is Jose's second EOM Award during his six years of service with the District.

Bus Maintenance EOM for North Base is **Mechanic A Daniel Jimenez**. This is Daniel's seventh EOM Award during nearly twenty-seven years of service with the District. Daniel was Employee of the Year in 2016.

Bus Maintenance EOM for South Base is **Utility Worker Andrew Ma**. This is Andrew's first EOM Award during his fourteen months of service with the District.

Press Releases/Blogs/Podcasts

- Help inform transit decisions in San Mateo County, apply for the Citizens Advisory Committee
- SamTrans asks riders to share their experiences with today's Reimagined bus network
- SamTrans rolls out minor schedule changes to improve efficiency
- SamTrans launches community survey to share Reimagine Dumbarton project

Article Mentions:

- Regional transit measure
 - Hoodline, Berkeleyside, Antioch Herald, Argus (Fremont)
- Martin Luther King Jr. Day
 - San Jose Mercury News, Mountain View Voice
- Zero-emission bus operations
 - electrive.com, Sustainable Bus, Persistence Market Research
- Artificial Intelligence adoption
 - San Mateo Daily Journal
- Caltrain governance
 - San Mateo Daily Journal
- Bus Stop Improvement Plan
 - San Mateo Daily Journal, Palo Alto Daily Post

Social Media Activities

Digital Marketing Report

- 2026 marks SamTrans' 50th anniversary, and the agency posted teaser content, including throwback photos and videos, to build momentum ahead of the full campaign launch in February.
- SamTrans promoted holiday travel and schedule updates for New Year's Eve and New Year's Day service, then shifted its focus to messaging for students returning from winter break.

- SamTrans implemented schedule changes on January 11 and adjusted timetables for Routes 142 and CSM.
- SamTrans continued outreach about Clipper Next Generation, also known as Clipper 2.0, throughout the month and concluded the campaign at the end of January to prepare riders for systemwide regional updates.
- SamTrans launched the Reimagine Dumbarton community survey to gather public input and explore improved transit, walking and biking connections along the Dumbarton Corridor on the Peninsula.

Other Digital Marketing Highlights

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

Social Metrics: (Year to Year)

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

JANUARY 2026	JANUARY 2025	% Change
Impressions: 1,330,109	Impressions: 230,444	+477.2%
Engagements: 7,735	Engagements: 8,620	-10.27%
Post Link Clicks: 1,480	Post Link Clicks: 3,630	-59.23%

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

Marketing Activity Highlights

Effortless Travel Campaign

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

SamTrans ETEP Ads:

- Web views: 46,229
- Total Paid Impressions: 1.95 million
- Total Ad/Post Clicks: 24,274
- Ad Spend: \$7,000

Coastside/Ride Plus

- Print ads running in Coastside Magazine.
- New brochure in development (Creative Services / Government and Community Affairs / Copywriting)

Marketing Look Ahead

- 50th Anniversary branding in ads

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT February 2026

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Project Introduction

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

Section 1: Cost and Budget

Tenant Improvement

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

Non-Tenant Improvement

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

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Owner Allowance for TI	36,851	36,851	100%
HQ Tenant Improvement (TI)	11,469	11,469	100%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	6,906	73.62%
Non-TI, Information, Communications, & Technology (ICT), Audio/Visual, and Security Systems	6,794	5,582	82.16%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	1,548	89.23%

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,849	48.79%
Non-TI, Architectural & Engineering Design	2,625	2,625	100%
Total	74,437	67,332	90.45%

Section 2: Progress and Schedule

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

Summary Activities	Baseline Start	Est/ Act. Start	Baseline Finish	Est/Act. Finish	Start Var. (Days)	Finish Var. (Days)
	(A)	(B)	(C)	(D)	A-B	C-D
Non - TI GC, General Contract for Board Approval			10/01/25	10/01/25	0	0
Non - TI GC, Permit Approval	10/02/25	10/02/25	01/05/26	01/05/26	0	0
Non - TI GC, GC Mobilization / Buildout	01/06/26	01/06/26	05/05/26	05/05/26	0	0
Non - TI Move, Complete Questionnaires and Name Ambassadors	03/03/25	03/03/25	04/07/25	04/07/25	0	0
Non - TI Move, Finalize RFP and Contract Procurement	04/08/25	04/08/25	10/31/25	10/31/25	0	0
Non - TI Move, Move Services Contract for Board Approval			11/05/25	11/05/25	0	0
Non - TI Move, Move Services Contract Award	11/17/25	11/17/25	11/21/25	11/21/25	0	0
Non - TI Move, Moving Process	12/01/25	12/01/25	05/30/26	05/30/26	0	0

Section 3: Accomplishments and Upcoming Work

KEY ACTIVITIES - Current Reporting Month (top 5)	
Tenant Improvement	Move management
Day 1 closeout activities will begin: owner and maintenance manuals assembled, as-builts finalized	Continued Activation Planning
In the field: Day 1 punchlist will be created and tasks will be addressed	Change Management Survey Results
In the field: Day 2 activities will commence with framing/drywall in the parking structure.	Change Management Welcome Packet Coordination
Day 2 submittal processing / material procurement is ongoing	Master Move Matrix Updates.
Artwork Program is being further developed.	Floor Plan Move Updates and Inventory Planning

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	Move management
Ongoing field coordination with IT / A/V / Security	Continued Activation Planning
Low Voltage cabling being installed	Change Management Welcome Packet Coordination
Network equipment will arrive and installation begins	Master Move Matrix Updates.
Furniture installation will complete; wayfinding and signage in fabrication	Floor Plan Move Updates and Inventory Planning
Privatization of the parking structure continues	

Section 4: Risk Register / Critical Issues

Risk	Mitigation
Budget: Additional scope items are identified that are not currently reflected in the construction drawings.	Proactive coordination with the design and construction teams is underway to confirm scope alignment and avoid potential budget impacts.
Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.	The Project Team is actively processing submittals and coordinating with manufacturers to maintain schedule alignment. Where necessary, alternate products equal to or higher-quality equivalents are under review to reduce or eliminate delays.
Schedule: Delivery of IT equipment has a longer lead-time than planned for.	IT Dept/Procurement has been actively negotiating and contracting with an IT vendor for equipment procurement. Detailed coordination of equipment lead-times and design/installation requirements between Day 2 Contractor and SamTrans IT are in progress.

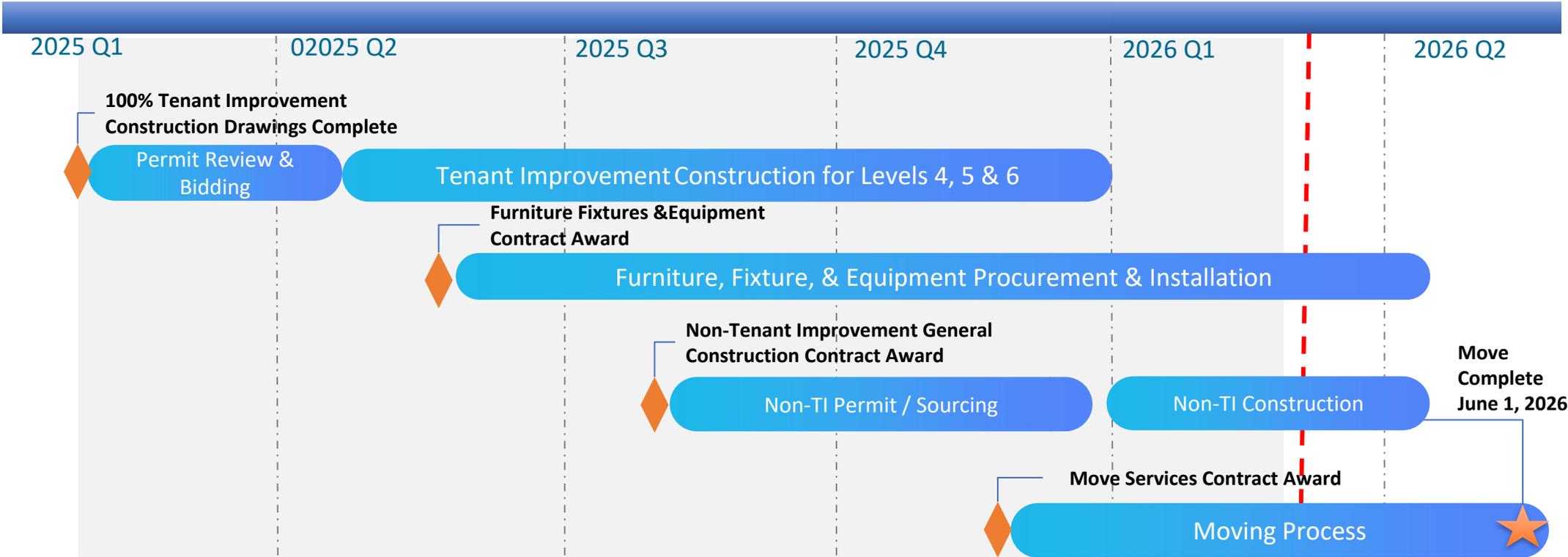
SamTrans' HQ March Update



Committed / Percent Complete

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	48,320	100.00%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	6,906	73.62%
Non-TI, Information, Communications, & Technology (ICT), Audio Visual, and Security Systems	6,794	5,582	82.16%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	1,548	89.23%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.96%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,849	48.79%
Non-TI, Architectural & Engineering Design	2,625	2,625	100%
Total	74,437	67,332	90.45%

Project Schedule



LEGEND

 Summary Tasks

 Milestones

ThePhoto by PhotoAuthor is licensed under CCYUSA.

Upcoming Activities in March 2026

Ongoing field coordination with IT / A/V / Security

Ongoing low voltage cabling installation

Network equipment will arrive and installation begins

Complete furniture installation

Privatization of the parking structure continues

Wayfinding and signage in fabrication.

Change Management & Employee Preparation continues

Move Management: Early packing boxes arrive

Supporting Employee Wellness & Active Transit



Spaces That Support the Way We Work



Anticipated Board Approvals

March 2026: Off-Site Agency Vehicle Parking

April 2026: 4th Floor Office Lease and Caltrain Lease

Early Summer 2026: Purchase Notice and Finalize Financing Plan

Summer 2026: Execute Purchase Sale Agreement (PSA)

Summer 2026: New HQ Property Manager RFP

Fall 2026: Ratings Presentation

Late Fall 2026: Approval of Debt Issuance and Purchase and Close Bonds

TBD: Leasing of Retail Spaces after Purchase

Questions

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joan Cassman, General Counsel

Subject: **Authorizing Execution of an Agreement for Shared Responsibility of the Peninsula Corridor Joint Powers Board’s California Public Employees Retirement System Pension Liability**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) authorize the General Manager/CEO to execute an agreement with the other two member agencies of the Peninsula Corridor Joint Powers Board (JPB) to share financial responsibility with respect to the JPB’s proposed successor agency contract with the California Public Employees Retirement System (CalPERS) in case (a) the JPB ceases to exist or CalPERS terminates the JPB’s contract, and (b) the JPB is unable to meet its pension funding obligations at the time of its dissolution or contract termination.

The General Manager/CEO would not execute the proposed agreement until after it has been considered and approved for execution by the other two JPB Member Agencies.

Significance

As managing agency of the JPB, the District provides health, welfare and retirement benefits to employees who work not only to support SamTrans and other District initiatives, but also to those who largely or entirely support the needs of the Caltrain rail system owned and operated by the JPB. The District’s retirement benefits are administered under a single contract with CalPERS.

In 2022, the District entered into the Caltrain Governance Memorandum of Understanding (MOU) with the Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco (CCSF) (together with the District, the “JPB Member Agencies”), as well as the JPB, itself. In relevant part, the Governance MOU authorized the JPB to directly hire and manage its first independent Executive Director, who, in turn, was authorized to hire and manage a specified group of direct reports. These organizational changes have altered how the JPB operates within the JPB-District managing agency structure.

In April 2024, at the recommendation of JPB staff and counsel – and in close coordination with the District staff and counsel – the JPB Board of Directors authorized a separate contract with CalPERS known as a “successor agency contract.” Under such successor agency contract, certain employees would be moved from the District’s retirement plan to a new Caltrain-only plan, and

the JPB would assume full financial responsibility for the retirement benefits of Caltrain-only staff.

On June 28, 2024, the JPB filed an application with CalPERS. CalPERS has since determined that Caltrain is financially eligible to contract with CalPERS. In addition, CalPERS has agreed to negotiate a successor agency contract with Caltrain, with an effective date of July 1, 2012. This will ensure that the railroad's employees continue to receive the same level of benefits to which they are currently entitled under the District's contract.

Before Caltrain can enter into a contract with CalPERS, the JPB Member Agencies must agree that they will be contractually obligated for Caltrain's pension liabilities, in the event of its dissolution, insolvency, or termination of its CalPERS pension contract¹. Given the value of Caltrain's assets (estimated to be \$4.2 billion) and the unfunded accrued liability for rail employees (estimated to be \$15.7 million in 2023), it is unlikely that this clause would ever be triggered. Nonetheless, in order to address the requirements under state law for a Joint Powers Authority (JPA) to enter into a contract with CalPERS, the members of the JPA must agree to accept fiscal responsibility for the JPA's pension liabilities in the event that the JPA dissolves or the CalPERS contract is terminated, and the JPB has insufficient assets to pay its pension debts.

Budget Impact

Adoption of the proposed recommendation has no budget impact.

Background

Caltrain employees currently accrue pension and healthcare benefits through the District's contracts with CalPERS. Since the execution of the Governance MOU, counsels for the Member Agencies and the JPB have determined that Caltrain should have a separate contract with CalPERS for the railroad's employees. The California Public Employees Retirement Law permits an agency that establishes eligibility, both as a public entity and on a financial basis, to become a contracting agency with CalPERS. It further permits an agency that assumes certain functions of another agency, in whole or in part, to establish a successor agency contract to assume contractual responsibility for the accrued benefits of those employees. However, JPAs are required to provide evidence of the financial backing of their Member Agencies, as described above, before CalPERS will proceed with issuing a new or successor agency contract.

The 1996 Joint Powers Agreement executed by the JPB's Member Agencies provides that the debts of the JPB shall not be treated as debts of the Member Agencies, unless agreed to in

¹ California Government Code section 6508.1 requires that, as a precondition of a joint powers authority (JPA) entering into a contract with CalPERS, the member agencies of the JPA must agree to accept financial responsibility for the JPA's pension obligations, in the event that (a) the JPA dissolves or CalPERS terminates the contract, and (b) the JPA has insufficient assets to cover its pension obligations.

writing by the parties. The proposed action would provide for an exception to this limitation for purposes of CalPERS pension liability only.

The proposed action, and associated agreement, do not specify which employees will be subject to the JPB's successor agency contract (rather than the District's CalPERS agreement), as this issue is being addressed with CalPERS, directly. Also, in light of the low likelihood that there will ever be a need to reach such a decision, the proposed agreement does not pre-suppose how the Member Agencies would apportion financial responsibility for the JPB's pension liability in case of (a) JPB dissolution or CalPERS contract termination and (b) JPB's inability to pay its pension obligations.

Prepared By: Shayna van Hoften

Legal Counsel

415-995-5880

Resolution No. 2026-

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

* * *

**Authorizing Execution of an Agreement for Shared Responsibility of the Peninsula Corridor
Joint Powers Board's California Public Employees Retirement System Pension Liability**

Whereas, as managing agency of the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District (District) provides health, welfare and retirement benefits to employees who work not only to support SamTrans and other District initiatives, but also to those who largely or entirely support the needs of the Caltrain rail system owned and operated by the JPB; and

Whereas, the District's retirement benefits are administered under a single contract with the California Public Employees Retirement System (CalPERS); and

Whereas, in 2022, the JPB and its member agencies – consisting of the District, the Santa Clara Valley Transportation Authority and the City and County of San Francisco – executed a Caltrain Governance Memorandum of Understanding (Governance MOU), which authorized the JPB to directly hire and manage its first independent Executive Director, who, in turn, was authorized to hire and manage a specified group of direct reports; and

Whereas, these organizational changes have altered how the JPB operates within the JPB-District managing agency structure, and have changed how the District and JPB should provide retirement benefits for certain staff whose work is focused only on Caltrain; and

Whereas, on June 28, 2024, the JPB filed an application with CalPERS to establish a separate retirement plan for certain staff whose work exclusively supports Caltrain; and

Whereas, CalPERS has since determined that Caltrain is financially eligible to contract with CalPERS, and the JPB and CalPERS are in the process of negotiating a successor agency contract to ensure that the railroad's employees continue to receive the same level of benefits to which they are currently entitled under the District's contract; and

Whereas, California Government Code section 6508.1 requires that, as a precondition of a joint powers authority (JPA) entering into a contract with CalPERS, the member agencies of the JPA must agree to accept financial responsibility for the JPA's pension obligations, in the event that (a) the JPA dissolves or CalPERS terminates the contract, and (b) the JPA has insufficient assets to cover its pension obligations; and

Whereas, staff recommends that the Board of Directors authorize the General Manager/CEO to execute an agreement with the other two member agencies of the JPB to share financial responsibility with respect to the JPB's proposed contract with the CalPERS in case (a) the JPB ceases to exist or CalPERS terminates the JPB's contract, and (b) the JPB is unable to meet its pension funding obligations at the time of its dissolution or contract termination.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO to execute an agreement with the Santa Clara Valley Transportation Authority and City and County of San Francisco, in a form approved by legal counsel, to share financial responsibility with respect to the Peninsula Corridor Joint Powers Board's proposed successor agency contract with the California Public Employees Retirement System in case (a) the JPB ceases to exist or CalPERS terminates the

JPB's contract, and (b) the JPB is unable to meet its pension funding obligations at the time of its dissolution or contract termination.

Be it Further Resolved that the General Manager/CEO shall not execute such agreement until it has been considered and approved for execution by the other two JPB member agencies.

Regularly passed and adopted this 4th day of March, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors
From: April Chan, General Manager/CEO
Subject: **Caltrain and The San Mateo County Transit District: Managing Agency History**

Action

The Board of Directors (Board) has requested that Special Counsel James Wagstaffe and Jim Hartnett provide a report on the history and role of the San Mateo County Transit District (“District” or “SMCTD”) as the managing agency for the Peninsula Corridor Joint Powers Board (“JPB” or “Caltrain”). The report is intended to dispel any confusion arising from recent actions by the JPB’s Board of Directors regarding the current and future role of the District as managing agency and to clarify the contractual record presently governing Caltrain.

Significance

Special counsel will make a presentation that makes clear:

1. The taxpayers, riders and Caltrain benefit from cost savings from the District’s managing agency role. Caltrain has also benefitted financially from additional investments made by the District and the San Mateo County Transportation Authority (TA).
2. The District led the effort to establish Caltrain and purchase the rail right of way to preserve rail service across all three counties when San Francisco and Santa Clara Counties declined to pay their portions of the \$82 million local share of the purchase price in 1991 (more than \$200 million in today’s dollars). The JPB designated the District as Caltrain’s managing agency in recognition of its leadership and financial contributions, and because no other agency desired this role.
3. For more than three decades, the managing agency model has proved successful for Caltrain. Pre-pandemic, Caltrain was one of the most efficiently run commuter rail services in the entire country, and its post-pandemic ridership growth is an industry leader today.
4. To abandon the managing agency model today would likely double increase Caltrain’s current \$75 million operating deficit ~~in one-time costs, plus further increase Caltrain’s annual operating costs by over \$100 million in just five years.~~ by at least \$10 million per year.
5. The District’s role as managing agency has been confirmed in all contractual agreements since the founding of Caltrain, and the District has the legal right to remain as managing agency for so long as it desires.

Budget Impact

There is no budget impact associated with this informational report.

Background

San Mateo County Transit District, commonly known as SamTrans or the District, serves as Caltrain's managing agency. This role was established through District's early and ongoing leadership and financial support of the railroad and has been affirmed through legally binding agreements. Most recently, the 2022 Memorandum of Understanding (MOU) affirmed the District's managing agency role and was signed and agreed to by the City and County of San Francisco (CCSF), Santa Clara Valley Transportation Authority (VTA), SMCTD, and JPB.

Recent Caltrain Board actions, discussions and written communications by some JPB Board Members have proposed removing the District as managing agency and raised questions about the effectiveness of shared administrative services provided to Caltrain by the District (Attachment A, Director Shamann Walton's letter dated December 1, 2026). This includes a request for a performance audit (and later renamed to efficiency review) of the District's shared services.

The managing agency and shared services model lowers administrative overhead costs by consolidating functions across multiple agencies under the District umbrella. In addition to Caltrain, the District's shared services support SamTrans, the TA, and the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA). Shared services are structured to save money and coordinate specialized staffing expertise in functions like Human Resources, Finance, Communications, Technology & Innovation, District Secretary's Office, and Security. They are foundational to the organizational structure and fiscal health for all four agencies under the District's umbrella.

Caltrain designated the District as its managing agency in 1991 in recognition of the District's leadership establishing the railroad and for the \$82 million (1991 dollars) it advanced on behalf of all three partner agencies to save Caltrain service on the peninsula. Although CCSF and VTA made promises to repay their fair share of Caltrain's start-up costs to the District, it took more than 17 years for the District to receive its first partial payment on that loan under the 2008 Amended Real Property Ownership Agreement (Amended RPOA).

In addition to its initial \$82 million investment in 1991, the District has provided other financial support to Caltrain as its managing agency that reduced costs and improved Caltrain's long-term financial sustainability. Examples in the presentation include facility and real estate-related cost savings, real property acquisitions of rail parcels used to support Caltrain operations and rail related capital projects over multiple decades, voluntary contributions related to Caltrain service to Gilroy and specific capital investments such as parking assets that support station access and ridership, as well as yield revenues for Caltrain.

Caltrain's 2021 Governance Review and Analysis of Independent Agency Option

In 2021, Caltrain paid \$1.67 million to fund a governance review with independent consultants and legal support to evaluate Caltrain's governance structure and assess three options:

- Option 1: Refined Shared Services Model and Executive Director (ED) relationship
- Option 2: New Shared Services Model and ED relationship
- Option 3: Independent Agency Model that would dissolve the managing agency structure and establish Caltrain as a standalone agency

In August 2021, the Caltrain Board concluded that the independent agency model (Option 3) was financially infeasible based on the independent consulting team's estimated \$48.9 million (2021 dollars) in one-time transition costs, plus \$9.2 million (2021 dollars) in annual ongoing costs. Instead, the JPB selected Option 2: develop a new shared services model and Executive Director relationship. Thus began negotiations that lead to the 2022 MOU.

During the negotiation process, the District agreed to compromises. This included the creation of an independent Caltrain Executive Director instead of the District's General Manager continuing to serve in that role plus five new positions to operate within the shared administrative areas that report directly to the Caltrain Executive Director.

The MOU Agreement 2022

In return for the District's agreement to alter the managing agency responsibility with the new Caltrain Executive Director and the five positions, all JPB member agencies affirmed the District's role as Managing Agency and its shared service model. This was—and continues to be—an important priority for the District because all four transit agencies under the District umbrella (Caltrain, SamTrans, TA, SMCEL JPA) benefit from these operational efficiencies.

The District also received a payment of \$35 million, but \$19.8 million of this total amount represented partial repayments already due to the District but were never made under the 2008 Amended RPOA. Although the District never fully recovered the principal plus interest (nor the associated opportunity costs from deferring other transit investments for San Mateo County taxpayers during this 33-year loan to the City and County of San Francisco and VTA), it nevertheless waived further repayment obligations by CCSF and VTA in return for the following key agreements:

1. Preservation and affirmation of the District's Managing Agency role.
2. Preservation of Shared Service Model that supports cost savings and the existing organizational structure for Caltrain, SamTrans, TA and SMCEL JPA administrative functions.

3. Continuation of the District's salary ordinance, employee manual and policies governing all employees serving the four agencies under the District's managing agency umbrella.

Understanding the Foundation: Shared Service Model versus Pay-for-Service Model

Shared services differ fundamentally from a pay-for-service model. Understanding these differences provides insight as to why maintaining the managing agency shared service model is a priority for the District and how it also benefits Caltrain.

In a shared services model, partner agencies are more deeply integrated because they jointly fund baseline costs. This provides predictable support for service levels, rather than paying only when services are needed. This predictable staffing structure creates stability, resilience, and quality service delivery because the managing agency can flex staff across agencies, standardize tools and processes, and leverage economies of scale. It also reduces the risk of “boom-bust” staffing cycles, where budget reductions lead to staffing expertise and capacity losses or degraded service quality. With shared services, the provider can add or adjust capacity based on aggregate demand trends across all partners, enabling smoother hiring, contracting, and workload management. This model only functions effectively when all participating agencies remain committed to it.

By contrast, a pay-for-service model is typically less stable because it lacks a shared commitment to baseline costs and staffing. Pay-for-service is more akin to securing consultant support. When participation is optional and demand-driven, the managing agency may determine that providing service is not worth the administrative burden, especially if costs cannot be reliably recovered. This can also create operational risk for the agency purchasing the service, e.g. when a JPA must quickly identify a new provider for core functions like finance. Additionally, because public agencies are not designed to “profit” from internal service delivery, pay-for-service arrangements create weaker incentives to maintain surplus capacity rather than investing in long-term shared service infrastructure.

Organizational Changes Since 2022

Following the 2022 MOU, Caltrain added an ED and additional rail-only administrative leadership positions. These changes have impacted administrative operations for the District and affected how some responsibilities are distributed. Caltrain's expansion of dedicated rail employees that overlap with services historically provided through the shared-services model have increased the importance of clearly defined roles, expectations, and service levels. While these changes may provide Caltrain with additional leadership and executive support, these positions do not benefit other agencies in the shared service model. The resulting overlap contributes to coordination challenges and complicates reporting relationships for shared services staff.

Finally, it is important to note that the District has been flexible in accommodating staffing changes requested by Caltrain. Examples include the District Board's approval of two safety staffing changes since the MOU was approved in August 2022. The first one in February 2023 authorized Caltrain to add a Chief Safety Officer position reporting directly to the Caltrain ED,

and then in October 2024, the District Board approved additional rail safety positions that report to the Caltrain ED.

Request for Shared Service Efficiency Audit

Earlier this month, the District declined the JPB's request to undertake an internal efficiency audit of shared administrative services. As the managing agency, the District is responsible for delivering high-quality, efficient shared services to four different agencies. Because these services are designed to support multiple agencies, it would be inappropriate—and would lack necessary context—for any single agency to independently assess their overall efficiency. Moreover, there is no legal or contractual basis for such an audit. The District also noted that it already participates in multiple audits that are publicly available. Caltrain has access to all relevant information and to this point, Caltrain recently directed shared services financial staff to conduct an internal analysis of the District's invoices for shared services, which required a significant devotion of shared staff time and resources and resulted in delayed payment of invoices due to the District. In addition, the District expressed concern that a new audit will increase costs for Caltrain at a time when the railroad is struggling to address its \$75 million annual operating shortfall. Finally, internal audit would also divert shared service staff time away from mission-critical work for Caltrain, SamTrans, TA, and SMCEL JPA.

At present, the District's shared services costs billed to Caltrain represent less than 8 percent of Caltrain's operating budget. If the JPB's objective is to identify cost savings that will improve its budget and the \$75 million structural deficit but requires the expenditure of consultant costs and staff resources to identify these opportunities, focusing this objective on the other cost drivers may be more efficacious, such as Caltrain's rail operations contract, capital project delivery practices, and the growth in Caltrain's rail-only administrative staffing that overlaps with shared service positions since 2022.

The 2022 MOU calls for a Shared Services Agreement, and this task has not been completed. As discussed above, effective shared services require the commitment of all agencies involved. The District is currently working with Caltrain to implement a facilitated partnering process to improve how shared services are delivered. This process will demand staff time plus outside resources and deserves the attention of both agencies without the distraction of another audit.

Conclusion

Moving forward, the District recommends prioritizing actions that will improve Caltrain's long-term fiscal stability, maintain compliance with existing legal and contractual commitments, and support safe, reliable, and cost-effective service. Rather than renegotiating issues codified in the 2022 MOU and incurring new costs to revisit whether Caltrain should invest over \$100 million to become an independent agency, it is imperative for Caltrain to demonstrate fiscal responsibility and earn public trust while its operational deficit is receiving heightened public attention.

Prepared By:	James Wagstaffe	Special Counsel
	Jim Hartnett	Special Counsel

Member, Board of Supervisors
District 10

City and County of San Francisco

SHAMANN WALTON

December 1, 2025

TO: Members, San Francisco Board of Supervisors
Commissioners, San Francisco County Transportation Agency
Commissioners, Metropolitan Transportation Commission
Board of Directors, Peninsula Corridor Joint Powers Board
Michelle Bouchard, Executive Director, Caltrain
Alicia John-Baptiste, Chief of Infrastructure, Climate and Mobility
Senator Scott Weiner
Assemblymember Matt Haney

RE: Caltrain Joint Powers Board Governance Issues

Colleagues,

My understanding is that the Caltrain Joint Powers Board (JPB) will be asked to consider a number of decisions in the coming months that have a direct bearing on the governance of the railroad and the relationships among the JPB and its member agencies. These may include the execution of a Shared Services Agreement with the San Mateo County Transit District (SamTrans), establishment of Caltrain as a successor agency under the California Public Employees Retirement System (CalPERS), approval of Caltrain's first Salary Ordinance, and one or more amendments to Caltrain's governing documents.

In July of this year, during the development of Senate Bill 63 (SB63), I urged my JPB colleagues to focus on the successful enactment of this critical legislation, which authorizes a regional transit funding measure in November 2026. I also articulated my position that any future policy discussion on the role of member agency contributions must go hand-in-hand with continued progress in developing Caltrain as a separate and effective regional agency over time. At our November 6, 2025, JPB meeting, I stated that San Francisco would not support additional member contributions, including capital funding for the Guadalupe River Bridges Replacement Project, until such time as the JPB resumes meaningful work to further develop Caltrain governance.

As we prepare for a critical year for the Bay Area's major transit systems, I urge us to proceed thoughtfully and holistically in our efforts to strengthen the Caltrain organization and to make concrete progress on behalf of the region's transit riders. In particular, I propose that we affirm and resume our work to develop Caltrain, step by step, toward becoming an independent regional agency. The path forward can build upon work already underway, with a common understanding of the transition we seek to effectuate. This letter summarizes the reasoning and context for my position and outlines proposed shared priorities for the months ahead.

Governing Agreements and the Managing Agency Role

The 2022 Governance Memorandum of Understanding (2022 MOU), among Caltrain and its three member agencies, acknowledged SamTrans' role as Managing Agency. Notably, the 2022 MOU narrowly defined the Managing Agency function as consisting of two specific responsibilities – serving as the employer of staff and providing shared services. Pursuant to the 2022 MOU, San Francisco and Santa Clara counties have fulfilled their financial obligations to repay San Mateo County for its original investment in the railroad's Right of Way (ROW).

Moving forward, it would be timely to update the MOU to reflect the following recent and current efforts:

- Completion of repayment of outstanding San Francisco and Santa Clara debt to San Mateo;
- Obligations related to the establishment of Caltrain as its own agency under CalPERS (as further discussed below); and
- Understandings reflected in the underway Shared Services Agreement (also discussed below).

In addition, the JPB in July of this year re-committed to clarifying and harmonizing legacy JPA agreements, an effort that may be informed by the upcoming Performance Audit of shared services, requested by Director Burt. The Performance Audit could also help identify the next group of functions that is appropriate to transfer from SamTrans to Caltrain, following the initial 5 management positions and railroad staff that were approved in 2022.

As Caltrain continues to develop its own dedicated staff and capabilities, the Managing Agency function, as we have long conceived and structured it, is entering a period of transition where, eventually, it will no longer be necessary or appropriate to have any entity serving as Managing Agency. In the future, the JPB could choose to continue to contract with one or more member agencies to support certain administrative functions, as business needs dictate and efficiencies warrant. For these reasons, I propose amending the 2022 MOU to state that SamTrans and Caltrain JPB agree to transition away from the Managing Agency model, toward the goal of Caltrain becoming an independent regional agency, over time.

Shared Services Agreement and Performance Audit

The 2022 MOU called for the preparation of a Shared Services Agreement between the JPB and SamTrans, to formalize the business relationship and management processes through which SamTrans provides shared services to Caltrain. A draft of this Agreement was presented as an information item to the SamTrans Board on November 5, 2025, and it will eventually be presented to the Caltrain Board for its consideration.

As noted above, at the November 6, 2025, meeting of the JPB, Director Burt called for a Performance Audit of the Caltrain/SamTrans shared services arrangement, in order to provide for an independent review and documentation of current practices and outcomes. In making this request, Director Burt acknowledged that the Caltrain members have had differing perspectives and assumptions with respect to the implementation of shared services. I wholeheartedly support undertaking a Performance Audit, to provide credible and transparent information to guide our continuing development of an equitable Caltrain governance framework and transition path. I also request that the JPB discuss the Shared Services Agreement as an informational item prior to approval, in order to consider if and how it should be informed by the findings of the forthcoming performance review.

CalPERS Successor Agency and Caltrain Salary Ordinance

A key step toward the development of Caltrain is the establishment of the railroad as its own entity under the CalPERS system. At our upcoming December 4, 2025, meeting, the JPB is slated to consider the recommendations of the Board's Governance Ad Hoc Committee regarding CalPERS pension liability backstop – specifically, that the members accept the financial responsibility for Caltrain's pension liabilities in the event the JPB is not able to meet these obligations in the future. Memorializing this commitment will require formalizing agreement among the member agencies, whether as a new agreement or through amendment to an existing agreement, such as the 2022 MOU.

In support of establishing the JPB's own, direct contract with CalPERS, we also look forward to the development and approval by the JPB of the inaugural Caltrain Salary Ordinance, to specify compensation levels for the railroad's employees. The current arrangement – whereby the SamTrans Salary Ordinance, approved solely by the SamTrans Board, governs these employees – is untenable, more than three years after establishing Caltrain's first management positions, and during this time of financial uncertainty. The Caltrain Salary Ordinance should support the progression of the agency toward eventual independence, including the important work to establish the next tranche of dedicated Caltrain employees.

Next Steps

As we look to the work ahead, I urge the JPB and our member agencies to take on the challenging work of completing the task – initiated in conjunction with Measure RR in 2020 – of securing for Caltrain the governance model and management capacity that it deserves and requires. Defining a clear path and process by which we will deliberate on these issues, as a coherent whole, should precede the approval of any individual component of this work. Specifically, I would propose an approximately six-month period of work activities to make meaningful and codified progress, culminating in bringing forward recommended amendments to Caltrain's governing agreements. I look forward to a robust discussion with my JPB colleagues of the objectives, components, and timing of this path forward.

I am proud of what we have accomplished so far in maturing the Caltrain organization and in delivering results for our riders and for communities up and down the Peninsula, including securing Measure RR, appointing dedicated staff including our first Executive Director, successfully completing electrification, and achieving three-county consensus on SB63. The work ahead is complex and multifaceted. It is also necessary and timely, even more so as we work to preserve and strengthen the public's trust and confidence in Caltrain and in our shared commitment to securing its future together.

Thank you for your consideration,

Supervisor Shamann Walton
San Francisco Board of Supervisors, District 10

Member, Board of Supervisors
District 10



City and County of San Francisco

SHAMANN WALTON

December 1, 2025

TO: Members, San Francisco Board of Supervisors
Commissioners, San Francisco County Transportation Agency
Commissioners, Metropolitan Transportation Commission
Board of Directors, Peninsula Corridor Joint Powers Board
Michelle Bouchard, Executive Director, Caltrain
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In July of this year, during the development of Senate Bill 63 (SB63), I urged my JPB colleagues to focus on the successful enactment of this critical legislation, which authorizes a regional transit funding measure in November 2026. I also articulated my position that any future policy discussion on the role of member agency contributions must go hand-in-hand with continued progress in developing Caltrain as a separate and effective regional agency over time. At our November 6, 2025, JPB meeting, I stated that San Francisco would not support additional member contributions, including capital funding for the Guadalupe River Bridges Replacement Project, until such time as the JPB resumes meaningful work to further develop Caltrain governance.

As we prepare for a critical year for the Bay Area's major transit systems, I urge us to proceed thoughtfully and holistically in our efforts to strengthen the Caltrain organization and to make concrete progress on behalf of the region's transit riders. In particular, I propose that we affirm and resume our work to develop Caltrain, step by step, toward becoming an independent regional agency. The path forward can build upon work already underway, with a common understanding of the transition we seek to effectuate. This letter summarizes the reasoning and context for my position and outlines proposed shared priorities for the months ahead.

Governing Agreements and the Managing Agency Role

The 2022 Governance Memorandum of Understanding (2022 MOU), among Caltrain and its three member agencies, acknowledged SamTrans' role as Managing Agency. Notably, the 2022 MOU narrowly defined the Managing Agency function as consisting of two specific responsibilities – serving as the employer of staff and providing shared services. Pursuant to the 2022 MOU, San Francisco and Santa Clara counties have fulfilled their financial obligations to repay San Mateo County for its original investment in the railroad's Right of Way (ROW).

Moving forward, it would be timely to update the MOU to reflect the following recent and current efforts:

- Completion of repayment of outstanding San Francisco and Santa Clara debt to San Mateo;
- Obligations related to the establishment of Caltrain as its own agency under CalPERS (as further discussed below); and
- Understandings reflected in the underway Shared Services Agreement (also discussed below).

In addition, the JPB in July of this year re-committed to clarifying and harmonizing legacy JPA agreements, an effort that may be informed by the upcoming Performance Audit of shared services, requested by Director Burt. The Performance Audit could also help identify the next group of functions that is appropriate to transfer from SamTrans to Caltrain, following the initial 5 management positions and railroad staff that were approved in 2022.

As Caltrain continues to develop its own dedicated staff and capabilities, the Managing Agency function, as we have long conceived and structured it, is entering a period of transition where, eventually, it will no longer be necessary or appropriate to have any entity serving as Managing Agency. In the future, the JPB could choose to continue to contract with one or more member agencies to support certain administrative functions, as business needs dictate and efficiencies warrant. For these reasons, I propose amending the 2022 MOU to state that SamTrans and Caltrain JPB agree to transition away from the Managing Agency model, toward the goal of Caltrain becoming an independent regional agency, over time.

Shared Services Agreement and Performance Audit

The 2022 MOU called for the preparation of a Shared Services Agreement between the JPB and SamTrans, to formalize the business relationship and management processes through which SamTrans provides shared services to Caltrain. A draft of this Agreement was presented as an information item to the SamTrans Board on November 5, 2025, and it will eventually be presented to the Caltrain Board for its consideration.

As noted above, at the November 6, 2025, meeting of the JPB, Director Burt called for a Performance Audit of the Caltrain/SamTrans shared services arrangement, in order to provide for an independent review and documentation of current practices and outcomes. In making this request, Director Burt acknowledged that the Caltrain members have had differing perspectives and assumptions with respect to the implementation of shared services. I wholeheartedly support undertaking a Performance Audit, to provide credible and transparent information to guide our continuing development of an equitable Caltrain governance framework and transition path. I also request that the JPB discuss the Shared Services Agreement as an informational item prior to approval, in order to consider if and how it should be informed by the findings of the forthcoming performance review.

CalPERS Successor Agency and Caltrain Salary Ordinance

A key step toward the development of Caltrain is the establishment of the railroad as its own entity under the CalPERS system. At our upcoming December 4, 2025, meeting, the JPB is slated to consider the recommendations of the Board's Governance Ad Hoc Committee regarding CalPERS pension liability backstop – specifically, that the members accept the financial responsibility for Caltrain's pension liabilities in the event the JPB is not able to meet these obligations in the future. Memorializing this commitment will require formalizing agreement among the member agencies, whether as a new agreement or through amendment to an existing agreement, such as the 2022 MOU.

In support of establishing the JPB's own, direct contract with CalPERS, we also look forward to the development and approval by the JPB of the inaugural Caltrain Salary Ordinance, to specify compensation levels for the railroad's employees. The current arrangement – whereby the SamTrans Salary Ordinance, approved solely by the SamTrans Board, governs these employees – is untenable, more than three years after establishing Caltrain's first management positions, and during this time of financial uncertainty. The Caltrain Salary Ordinance should support the progression of the agency toward eventual independence, including the important work to establish the next tranche of dedicated Caltrain employees.

Next Steps

As we look to the work ahead, I urge the JPB and our member agencies to take on the challenging work of completing the task – initiated in conjunction with Measure RR in 2020 – of securing for Caltrain the governance model and management capacity that it deserves and requires. Defining a clear path and process by which we will deliberate on these issues, as a coherent whole, should precede the approval of any individual component of this work. Specifically, I would propose an approximately six-month period of work activities to make meaningful and codified progress, culminating in bringing forward recommended amendments to Caltrain's governing agreements. I look forward to a robust discussion with my JPB colleagues of the objectives, components, and timing of this path forward.

I am proud of what we have accomplished so far in maturing the Caltrain organization and in delivering results for our riders and for communities up and down the Peninsula, including securing Measure RR, appointing dedicated staff including our first Executive Director, successfully completing electrification, and achieving three-county consensus on SB63. The work ahead is complex and multifaceted. It is also necessary and timely, even more so as we work to preserve and strengthen the public's trust and confidence in Caltrain and in our shared commitment to securing its future together.

Thank you for your consideration,



Supervisor Shamann Walton
San Francisco Board of Supervisors, District 10

The San Mateo County Transit District Managing Agency History 1991-Present

A DAMSKI
M OROSKI
M ADDEN
C UMBERLAND
G REEN, LLP

Why? Recent Challenges to SMCTD/SamTrans Managing Agency Role

- Director Walton’s December 1, 2025 letter regarding Caltrain Joint Powers Board (JPB) Governance Issues threatened the SMCTD’s role as Managing Agency for Caltrain:

“In particular, I propose that we affirm and resume our work to develop Caltrain, step by step, toward becoming an independent regional agency.”

- Caltrain JPB Governance and Performance Audit discussions, December 2025 and January 2026 Caltrain JPB board meetings
- JPB Request for SMCTD/SamTrans Performance Audit or Efficiency Review February 2026

Honoring Commitments

SMCTD's Managing Agency Role affirmed throughout Caltrain's history

The 2022 Deal: Caltrain's Memorandum of Understanding (MOU)

SMCTD agreed to alter some managing agency responsibilities in exchange for:

- Partial repayment owed by San Francisco and Santa Clara Counties
- Affirmation SMCTD is Caltrain's Managing Agency as long as it so desires; no independent agency
- Affirmation of "Shared Service Model" which benefits all SMCTD agencies — not a "Pay-for-Service" model
- Affirmation that District's salary ordinance, employee manual and policies continue to govern all employees

What's past is prologue. Let's remember our history.

Caltrain Selected JPA Managing Agency Model in 1991



JPA: Public agency formed when two or more local government agencies join together to exercise common to deliver a service. **e.g. Caltrain Joint Powers**



and public
Managing Agency for

Managing Agency: Upon creation, a JPA typically appoints a managing agency to lower administrative overhead, duplication and provide operational continuity accountability. **e.g. SMCTD/SamTrans**
Caltrain

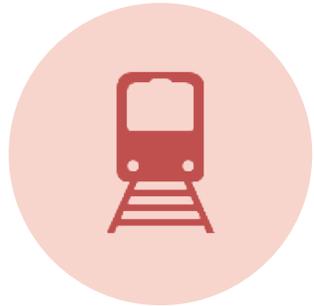
Pay the Money, Run the Organization— SMCTD/SamTrans Designated Managing Agency

In recognition of SamTrans' leadership, unilateral financial commitment and risks taken, SamTrans has been designated and confirmed repeatedly as the Managing Agency of the operations and assets of Caltrain.

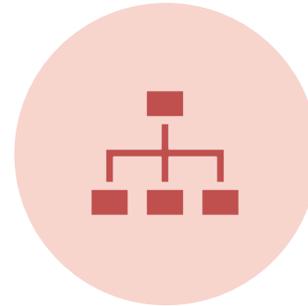
- * 1991 Real Prop. Ownership Agreement, Recital C
- * 1996 Restated JPA, § 6[B], § 10[C]
- * 2008 Amended Real Property Ownership Agreement
- * 2022 MOU, Recital C



What “Managing Agency” Means



SMCTD employees provide administrative shared services so Caltrain can focus resources on running trains and serving riders.



Caltrain hires and manages its own specialized technical staff.



Key benefits: cost savings, flexibility, and shared expertise for all agencies.

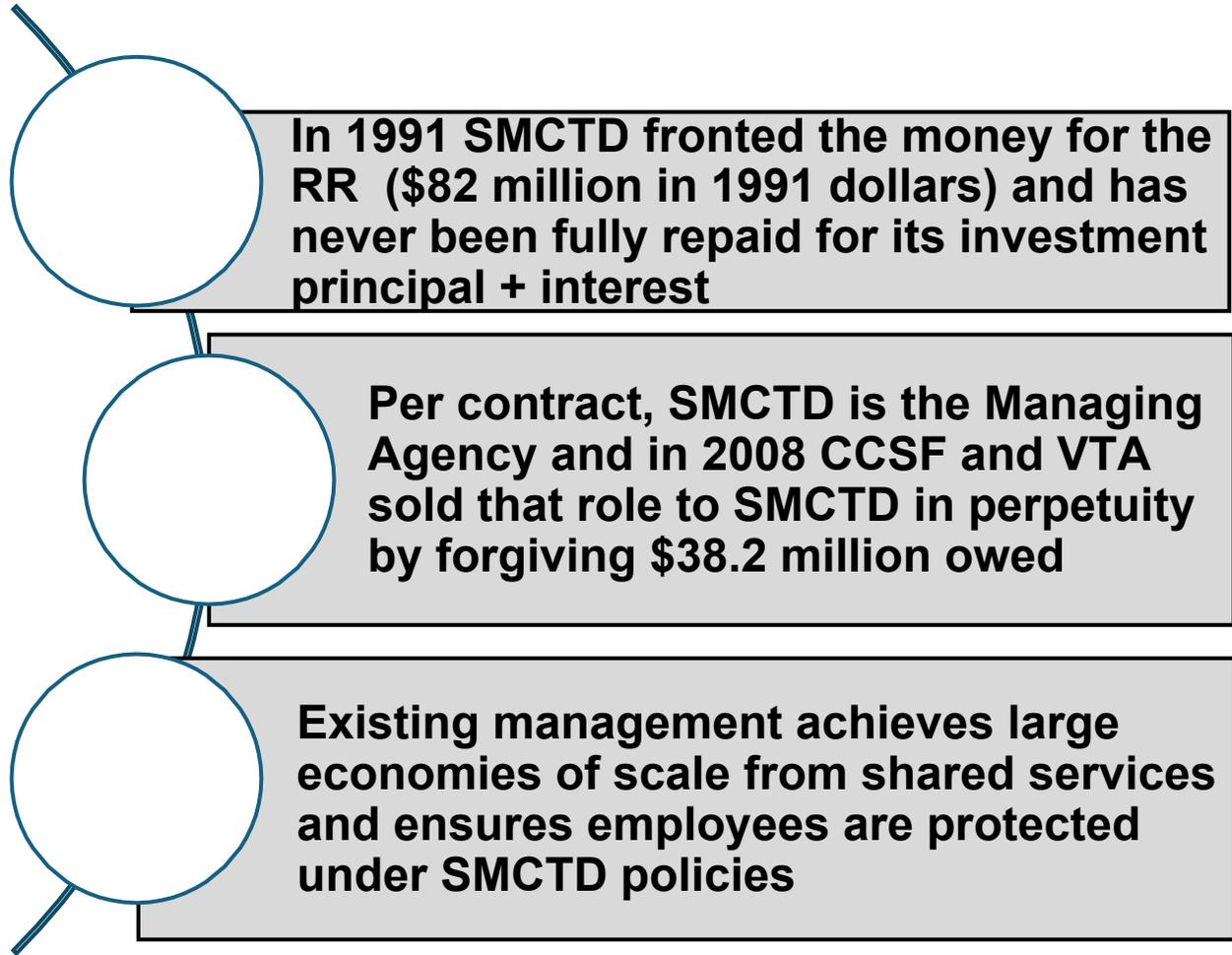


Shared administrative services keep agency overhead low while providing experienced public-sector support.

About Shared Services & Value Proposition

- Avoids duplication of administrative services, e.g. **Human Resources, Finance, Communications, Information Technology, Real Estate, Security.**
- Supports multiple transportation agencies under the SMCTD umbrella (Caltrain, SamTrans, SMCTA, and San Mateo County Express Lanes JPA).
- Benefits taxpayers who fund these agencies with efficiencies and cost savings.
- Reflects San Mateo County's collaborative, interconnected approach to transportation.

SMCTD is the Managing Agency For Very Good Reasons



SMCTD/SamTrans as Managing Agency

Pre-pandemic, Caltrain was among the most efficient commuter rail systems in the U.S.A. with ~70% farebox recovery

As Managing Agency, SamTrans General Manager and Executive Team led successful grant funding efforts for Baby Bullet Service and Caltrain Electrification \$2.2B full funding grant agreement in 2017

Managing Agency SMCTD Financial Support for Caltrain

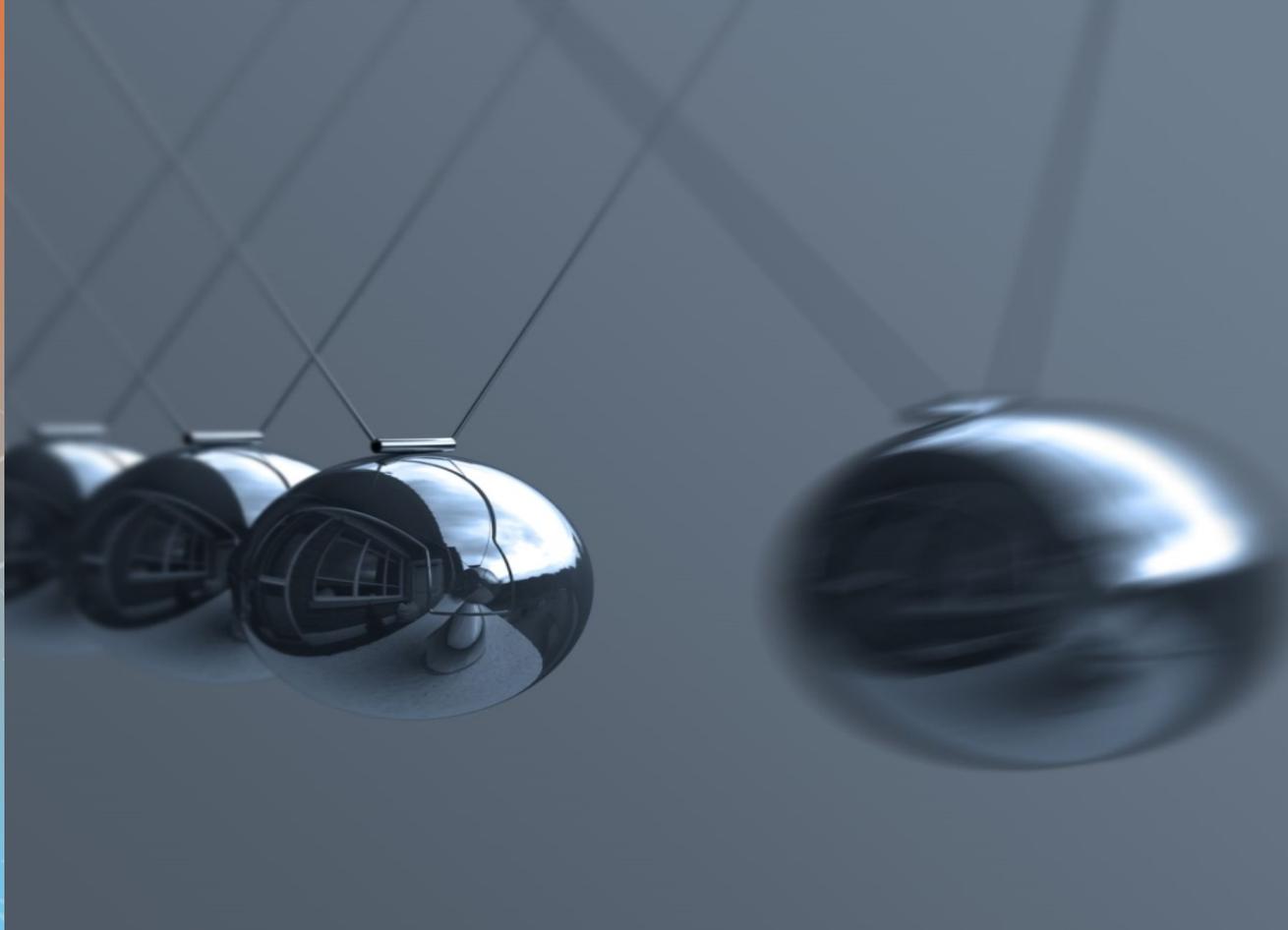
Example	Estimated Value
Southern Pacific Right-of-Way (ROW) purchase	\$82M (1991 dollars)
Sequoia Station parking garage funding	\$15M (1990 dollars)
SMCTA purchase and preservation of Rail Properties for benefit of Caltrain service; free use for 30+ years	\$28.5M (1990's dollars)
Favorable Rent New Class A Office Space in new Millbrae Headquarters	\$10.9M cost savings (2026 dollars) over 10-year lease

More Examples:

- South County Caltrain service to Gilroy voluntary contributions
- Negligible rent for 1250 San Carlos Avenue Headquarters

The Status Quo Before Governance Journey





Caltrain: An Independent Agency?

“Self-Directed” Options Presented at Special Meeting #4

Less Change

More Change



Option 1

Refined Shared Services Model & ED Relationship

Maintain the San Mateo County Transit District (SMCTD) as managing agency of Caltrain with increased JPB oversight over the Caltrain Executive Director (ED) and increased Caltrain oversight of services provided to the railroad by SMCTD through shared service agreements.

Option 2

New Shared Services Model & ED Relationship

Adjust the SMCTD managing agency model to provide for greatly expanded JPB oversight and authority, including direct JPB employment of the Caltrain ED and senior leadership; expansion of services provided to the railroad directly by Caltrain; and establishment of purchased service agreements for remaining services provided to the railroad by SMCTD.

Option 3

Independent Agency

Dissolve the managing agency model and replace with a separate, independent Caltrain agency to directly manage and administer the railroad, either through reorganizing JPA or forming a special district.

Financial and Legal Analysis Summary

Option	Annual Increase in Costs	One Time Costs	Legal Time Estimate Following MOU Agreement
Option 1	-	\$1,500	6-18 months
Option 2	\$5,900	\$4,600	12-18 months
Option 3	\$9,200	\$48,900	12-36 months

Note: All costs are expressed in thousands and in \$2021.



Independent Agency vs. SMCTD/SamTrans Managing Agency

*Caltrain JPB Governance Study 2021

Independent Agency
(Rejected)
\$48.9M one-time costs
\$9.2M annual ongoing
increase



New Shared Service Model
(Selected)
SMCTD Managing Agency
\$4.6M one-time costs
\$5.9M annual ongoing increase

***Total cost of Caltrain JPB Governance Study = \$1.67 million**

Present Day Reality Check: Cost Estimates and Budget

Conclusion: Caltrain JPB made a rational decision in 2021. Otherwise, Caltrain's **average annual deficit** would have ~~ballooned~~ **increased** from **current \$75M to ~~\$185~~ \$85M+** today if they had become an independent agency.

Independence in 2021

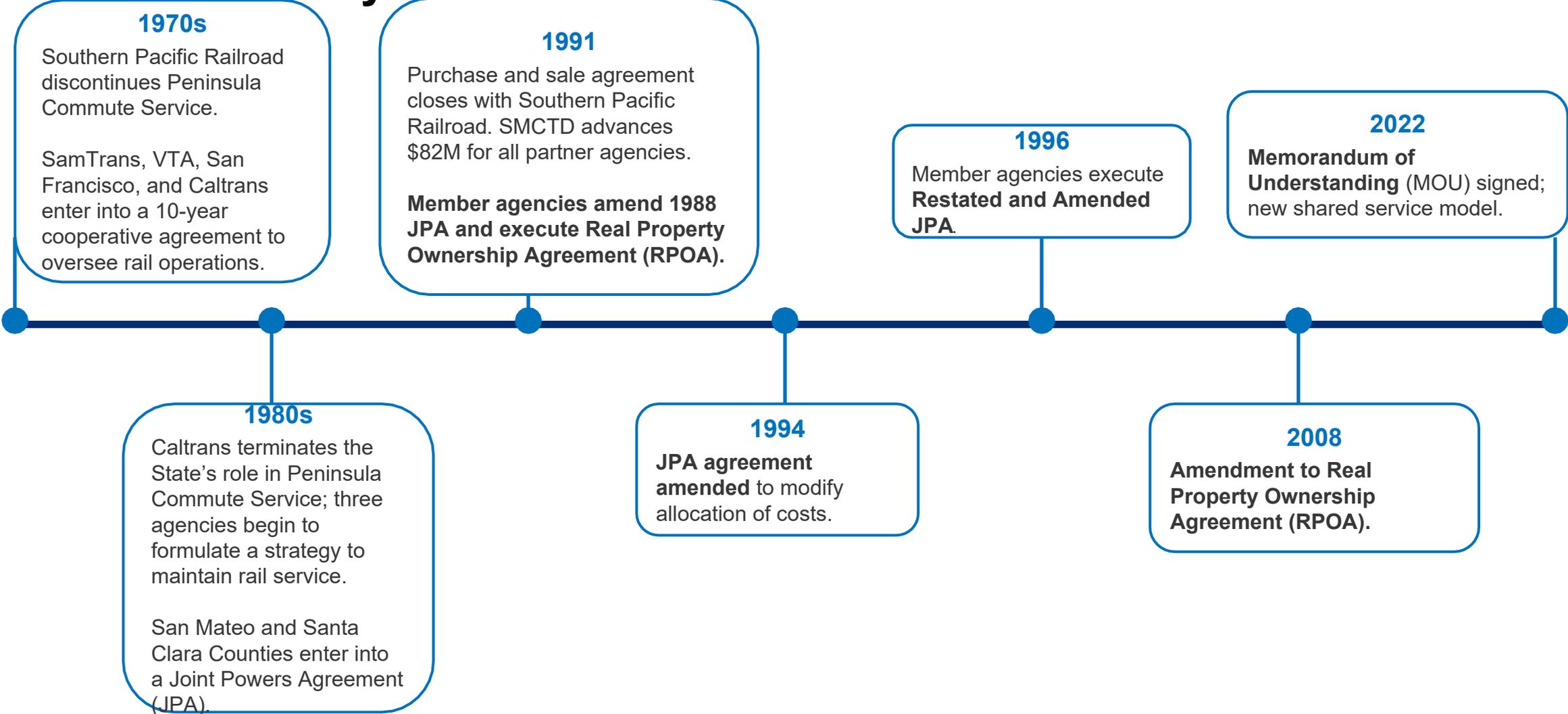
- \$48.9M one-time start-up costs
(2021 dollars)
- \$9.2M new annual ongoing costs
(2021 dollars)
- Total Cost by ~~5th~~ 6th year, 2026:
\$110M (est.)
- Total Cost by ~~10~~ 11th year, 2031:
\$170M (est.)

Independence in 2026?



UNDERSTANDING THE PRESENT IS UNDERSTANDING HISTORY

SMCTD/SamTrans Managing Agency Role Affirmed Throughout Caltrain's History



A Legal History of Caltrain

SMCTD/SamTrans' Exclusive Financial Contribution

1991

SamTrans provides **\$82 million** (1991 dollars) to purchase railway and CCSF and VTA agree to reimburse

SMCTD/SamTrans Designated as Managing Agency in All Agreements Since 1991

Each legal agreement signed by all member agencies throughout Caltrain's history affirmed that SMCTD is Caltrain's Managing Agency.

- * 1991 Real Prop. Ownership Agreement, Recital C
- * 1996 Restated JPA, § 6[B], § 10[C]
- * 2008 Amended Real Property Ownership Agreement
- * 2022 Memorandum of Understanding, Recital C

Current Legal Rights – Status Quo

**Existing Rights Under 1996 JPA
and 2008 RPOA**

Member Agencies' Obligation to Provide Contributions

- * Member Agencies required to provide contributions as necessary for **main line operations** (JPA § 7.A)
- * Member Agencies required to provide contributions for **capital costs for main line** (current obligation except “expansion projects”, JPA § 7.B)

Member Agencies' Obligation to Share Administrative Costs

- Administrative costs for Managing Agency to be shared by Member Agencies
(JPA § 7.C)

VTA Funding Obligations RE: Gilroy Service

- * JPA requires that VTA pay for Gilroy operating/capital costs (JPA §§ 7.A & 7.B)
- * Possible “conforming” practices related to variations in boarding formula (“one time”/”three out of four”)?

SamTrans' Historic Role with the Railroad

2008

SamTrans Unpaid/Amend RPOA

CCSF/VTA “sell” Managing Agency Role *in perpetuity* - \$38.2 million reduction

(1991 RPOA, Recitals B, G)

**Parties acknowledge \$53.3 million
still owed**

AMENDMENT TO REAL PROPERTY OWNERSHIP AGREEMENT

This First Amendment to Real Property Ownership Agreement (the "Agreement") entered into by and among the Peninsula Corridor Joint Powers Board ("JPB"), San Mateo County Transportation Authority ("SMCTA"), the City and County of San Francisco ("CCSF"), and the Santa Clara Valley Transportation Authority ("VTA"), formerly known as the Santa Clara Valley Transportation Authority ("VTA"), this 31st day of October, 2008.

RECITALS

A. SAMTRANS, CCSF and VTA are member agencies of the JPB, which was created by an amended and restated joint exercise of powers agreement ("JPA") dated October 1, 2008. Among the enumerated purposes of the JPB are the planning, administration, operation, expansion of the commuter rail system commonly known as Caltrain, and the maintenance, improvement and management of the rail corridor on which the Caltrain system is operated together with other real estate assets necessary for the operation of Caltrain.

B. Under the JPA, SAMTRANS serves as the Managing Agency responsible for the management and operation of the Caltrain rail service and all of the assets of the JPB.

C. SAMTRANS, CCSF, VTA and JPB also are parties to a Real Property Ownership Agreement ("RPOA") dated December 24, 1991.

D. Among other things, the RPOA sets forth the understandings of SAMTRANS, CCSF and VTA associated with financing the acquisition by the JPB of the former Southern Pacific Transportation Company ("SP") right-of-way extending from 4th and Townsend Streets in San Francisco 51.4 miles to Lick Junction (the "ROW"), together with various other property rights all as memorialized in a Purchase, Sale and Option Agreement dated November 22, 1991 between SP, JPB and SAMTRANS. More specifically, pursuant to the RPOA, SAMTRANS agreed to facilitate acquisition of the ROW by advancing certain of its funds, and arranging for the contribution of certain funds of the San Mateo County Transportation Authority, which were necessary to complete the purchase of the ROW (the "Additional Contribution"). In consideration of SAMTRANS' willingness to facilitate acquisition of the ROW in said fashion, CCSF and VTA agreed to enter into the RPOA to acknowledge, safeguard and protect the Additional Contribution,

B. Under the JPA, SAMTRANS serves as the Managing Agency responsible for the management and operation of the Caltrain rail service and all of the assets of the JPB.

G. In conjunction with the Amendment of the RPOA, the parties have agreed that SAMTRANS will be designated as the managing agency of the JPB unless and until it no longer chooses to do so, it being agreed and understood that a formal amendment to the JPA incorporating this commitment will be implemented at a future date.

Successful Negotiations with VTA and CCSF in 2022 Memorandum of Understanding (MOU)

Caltrain MOU, August 2022: Roles & Accountability

- Two Years in the Making
- Fairly Negotiated
- Signed by All Parties
(CCSF, VTA, SMCTD, Caltrain JPB)



2022 Governance MOU: Partial Payment for Relinquishing Portion of Managing Agency Role

**\$19.8 Million from MTC (MOU § B.3.A)
overdue from partners since 2008**

\$15.2 million from CCSF/VTA (MOU § B.3.B)

***Upon payment, SMCTD released VTA/CCSF and
gave up Tenant In Common and Equity
Conversion Rights (MOU Recital D, § 3.A) on the
railroad right-of-way***



MOU: Delineated Governance Changes

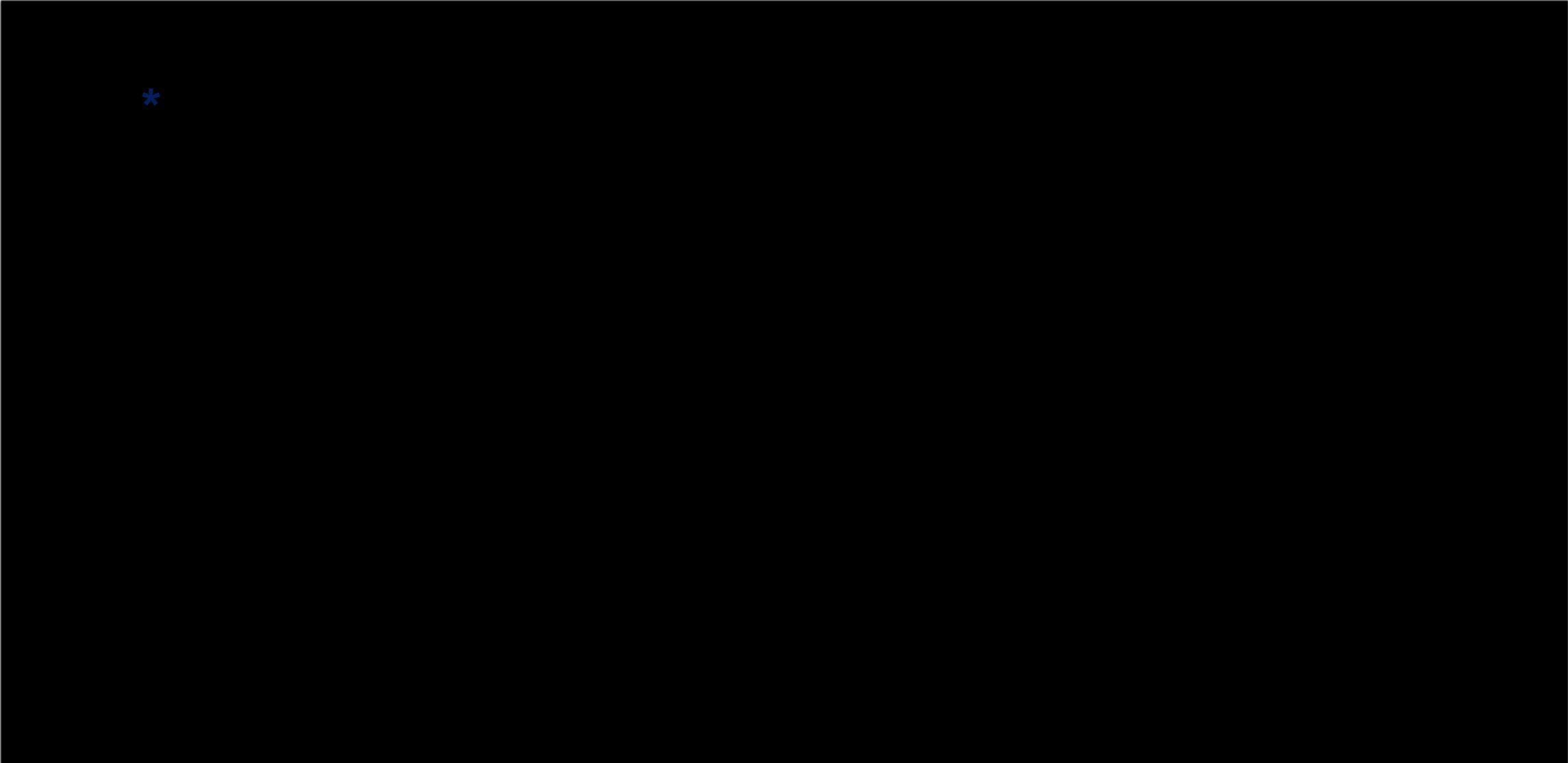
- * **JPB Hires/Fires Independent ED (§ 1.A)**

- * **ED Sole Authority Over Rail Staff and migrated positions (§§ 2.A, 2.B)**

(though subject to SMCTD's salary ordinance, manual and policies)

- * **SMCTD otherwise remains Managing Agency supporting JPB**
(Recital C, § 2.E)

Governance MOU Protections



MOU Controls; JPA Remains Effective Unless:

JPA and 2008 RPOA may only be amended with *unanimous* approval of all three parties.

JPA, sec. 17, 2008 RPOA, sec. 15.6

Perspectives

Post-MOU



Red Herring: Caltrain's Internal Efficiency Audit Request



Shared Services are efficient; it is in SMCTD's interests to provide high-quality, efficient services for all agencies



Shared Services equal less than 8% of Caltrain's total operating budget



Caltrain JPB has no legal right to request an internal efficiency audit of its Managing Agency



SamTrans and Caltrain already participate in multiple audits; all information is publicly available



Request is costly political distraction from mission critical work and solving the \$75M annual Caltrain operating deficit

Recent Challenges to SMCTD Managing Agency

When “front door” of an independent agency couldn’t happen, Director Walton attempted “back door” effort in his December 1, 2025 letter regarding Caltrain Governance Issues (and withholding CCSF capital funds for Guadalupe Bridge Safety project)

“In particular, I propose that we affirm and resume our work to develop Caltrain, step by step, toward becoming an independent regional agency.”



SMCTD/SamTrans Managing Agency Priorities

Since the 1970's, SMCTD/SamTrans has supported Peninsula rail operations with financial resources and leadership. It has nurtured Caltrain, SamTrans, SMCTA, and SMC Express Lanes through a shared service model focused on service delivery, accountability, and right-sized overhead.



JPB Partners Call to Action - Moving Forward: Commitment to Riders, Taxpayers, and the Public Trust

- Manage and reduce Caltrain's \$75 million annual deficit
- Establish trust by honoring existing legal commitments
- Resume Caltrain JPA negotiations per MOU agreement
- Prioritize service and customers first
- Deliver safe, efficient, world class transportation service for our riders and taxpayers

BOARD OF DIRECTORS 2026

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JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Community Relations Committee Meeting
Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

March 4, 2026 – 2:30 pm

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

Committee Members: Peter Ratto (Chair), Jeff Gee, Rico E. Medina

- | | | |
|------|--|---------------|
| 9.a. | Call to Order | |
| 9.b. | Approval of Minutes of the Community Relations Committee Meeting of February 4, 2026 | Motion |
| 9.c. | Accessible Services Update | Informational |
| 9.d. | Citizens Advisory Committee Update | Informational |
| 9.e. | Paratransit Advisory Council Update | Informational |
| 9.f. | State of Service Report Fiscal Year 2026 Quarter 2 | Informational |
| 9.g. | Adjourn | |

Note:

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

**San Mateo County Transit District
Community Relations Committee Meeting / Committee of the Whole**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of February 4, 2026

Members Present (In Person): Rico E. Medina, Peter Ratto (Chair)

Members Absent: Jeff Gee

Other Board Members Present Constituting Committee of the Whole: David J. Canepa, Marie Chuang, Brooks Esser, Marina Fraser, Josh Powell, Jackie Speier

Other Board Members Absent: None

Staff Present: J. Cassman, A. Chan, T. Dubost, L. Ko, L. Lumina-Hsu, A. Rivas, S. van Hoften

9.a. Call to Order

Committee Chair Ratto called the meeting to order at 2:46 pm.

9.b. Approval of Minutes of the Community Relations Committee Meeting of January 7, 2026

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Gee

9.c. Accessible Services Update

Tina Dubost, Manager, Accessible Services, stated the availability of a physical and online Senior Mobility Guide, in addition to a mobility resource center, where users can learn more about available transit options.

Staff provided further clarification in response to the Committee comments and questions on presentation opportunities and distribution of the guide to stakeholders.

9.d. Citizens Advisory Committee Update

Dylan Finch, newly elected CAC Chair, stated Ben Mangiafico elected as Vice Chair and CAC's adoption of remote member participation under Senate Bill (SB) 707.

The Committee commented on the aid of remote member participation to increase accessibility and availability to students and Coastside participants and applicants.

9.e. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, stated the PAC is creating an outreach plan and presentations on paratransit best practices.

9.f. Monthly State of Service Report - December 2025

Ana Rivas, Director, Bus Transportation, provided the presentation, which included the following:

- Weekday ridership 2.6 percent decrease and monthly ridership 0.7 percent decrease
- Microtransit 39.6 percent increase, with 35.8 percent increase for year-over-year
- Youth pass usage 0.3 percent decrease
- 1.5 service calls per 25,000 miles
- 81.3 percent on-time performance (OTP)
- 0.02 percent trip did not operate (DNO)
- 1.26 accidents per 100,000 miles
- Navigation of construction zone on El Camino Real in Burlingame

Staff provided further clarification in response to the following Board comments and questions regarding the service interruptions and adjustments surrounding the five-year construction on El Camino Real in Burlingame and the distinction of miles between ride calls reported for zero-emissions buses and diesel fleets.

Public Comment

Aleta Dupree, Team Folds, commented on ridership levels and recovery, safety, and addressing accidents.

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

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: David Olmeda, Chief Operating Officer, Bus
Tina Dubost, Manager, Accessible Transit Services

Subject: **Accessible Services Update**

Action

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

Significance

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

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

The minutes from the PAC and PAL meeting for January 2026 are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of January 13, 2026, Meeting

Members Present: T. Dubost, M. Epstein, S. Lang (Vice Chair), B. McMullan (Chair), K. Uhl, L. Vaserman

Members on Zoom: C. Santoni

Guests Present: B. Garcia (MV Transportation), C. Lun (MV Transportation), M. Randalson (Nelson\Nygaard), K. Shanks (SamTrans, joined on Zoom), L. Spicer (SamTrans), M. Thomasmeyer (Nelson\Nygaard)

1. Call to Order and Roll Call

Chair Ben McMullan called the meeting to order at 1:37 pm.

PAC members and guests introduced themselves.

2. Consent Calendar

Tina Dubost made the motion to approve the December 9, 2025, meeting minutes. Larisa Vaserman seconded the motion. The motion passed.

3. Public Comment for Items Not on the Agenda

Larisa Vaserman commented on noise coming from the side lifts in the new transit vans. Tina Dubost said they will check with the maintenance team.

Sandra Lang mentioned the new affordable housing project for adults with disabilities in San Bruno and wondered if Redi-Wheels is engaging with Peninsula Health Care District. Tina Dubost thanked her for letting the PAC and staff know.

Kathy Uhl asked how Redi-Wheels handles riders who get picked up at Medical Equipment Loan Program distribution centers and have bulky supplies they need to bring onboard. SamTrans staff provided clarification on Redi-Wheels' policies for those situations, including the "no-strand" policy and limits on how much a rider can bring onboard.

4. Report on the 2026-2028 PAC Workplan

Ben McMullan presented the new PAC workplan, which includes initiatives for membership recruitment, education and outreach, service quality, and advocacy.

Sandra Lang reminded the PAC that discussions during the retreat in October were used to develop the workplan. She requested the workplan be reformatted to clarify the timeline for when work will be completed and which items will be ongoing. She also encouraged the PAC to continuously review the workplan and report on progress.

PAC members discussed outreach opportunities, including resource fairs. They emphasized the need to be more proactive with encouraging people to learn more about the PAC and services available to them, especially as other services are reduced due to funding cuts at the county level.

Tina Dubost suggested the Education Committee work on developing an outreach plan as a next step.

Kathy Uhl made the motion to approve the workplan. Ben McMullan seconded the motion. The motion passed.

5. Update on the PAC Website

Marvin Ranaldson previewed the new PAC website, noting differences from the old website and improvements made.

Larisa Vaserman suggested posting pictures of all of the different types of Redi-Wheels vehicles that are available. This led to a conversation about how both riders and Redi-Wheels need to be informed about vehicle availability and rider needs. Staff clarified how Redi-Wheels matches riders with vehicles.

Sandra Lang wanted to confirm that the PAC website directs people to relevant resources.

Marvin Ranaldson confirmed that the website is responsive and accessible.

6. PAC Committee Reports

6.a. Policy/Advocacy/Legislative (PAL) Report

- Legislative Issues
 - Tina Dubost stated that SamTrans' Government Affairs team will join the February PAC meeting to present on Governor Newsom's budget proposal and Senate Bill 63.
- Redi-Wheels Policy Issues
 - Tina Dubost reminded PAC members that MV Transportation is the new contractor for Redi-Wheels.

6.b. Education Committee Report

Tina Dubost reported that the Education Committee met briefly on January 6 and that the Committee has not yet begun working on an outreach plan.

6.c. Executive Committee Report

Ben McMullan reported that the Executive Committee met on January 6 and discussed the workplan and website.

7. SamTrans / Redi-Wheels Reports

7.a. SamTrans Updates

No updates.

7.b. Performance Summary

Tina Dubost stated that the reports can be found in the meeting packet. There were no questions from PAC members.

7.c. Comment Statistics Report

Ms. Dubost stated that the report can be found in the meeting packet. There were no questions from PAC members.

7.d. Safety Report

Ms. Dubost reported that there was one preventable accident on Redi-Wheels in December.

8. Updates and Items of Interest

8.a. Agencies

No updates.

8.b. County Commissions (CoA and CoD)

Kathy Uhl gave the report for the Commission on Aging, which included welcoming new commissioners, receiving a presentation from Villages of San Mateo County, and reacting to funding cuts from the County.

Ben McMullan gave report for the Commission on Disabilities, which included filling open positions on the Commission and planning presentations for 2026.

8.c. Center for Independence (CID)

No updates.

8.d. Coastside Transportation Committee (CTC)

No updates.

8.e. Transportation Authority Citizens Advisory Committee (TA-CAC)

Sandra Lang reported on the TA-CAC's meeting on January 6. The Committee approved the Grand Boulevard Initiative Action Plan and the 2026 Legislative Program. It also adopted resolutions for an amendment to Measure A funding for Caltrain and allocation of Measure W funds for highway projects, as well as received an update on the grade separation program.

8.f. Department of Rehabilitation (DOR)

No updates.

8.g. ADA Policy Refresher

Tina Dubost reminded PAC members of the trip cancellation policy.

9. Other Business

Larisa Vaserman informed the PAC of the new president of the Board of Supervisors.

10. Adjournment

The meeting was adjourned at 2:59pm.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: Joshua Mello, Chief Planning Officer
Subject: **State of Service Report | Fiscal Year 2026 Quarter 2**

Action

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

Significance

The quarterly report provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce composition, safety, fleet, and customer experience for the period of October through December 2025 (Fiscal Year 2026 Quarter 2).

Due to data issues with Next Generation Clipper, the ridership data presented in this report is not complete. Data for riders using open payment to pay for their trip were not included in the ridership figures and are not available for the December 2025 SamTrans fixed-route ridership. Once the issues are resolved, December 2025 ridership data will be updated and incorporated into internal reporting systems and in future reports.

This quarter reflects service plans implemented on August 3, 2025 and November 16, 2025. August's service change brought back School-Oriented service with adjustments to respond to updated bell times at schools, adjusted weekday schedules on routes 110, 117, 121, and SKY at Daly City Bay Area Rapid Transit District (BART) and on routes 280 and 281 at Palo Alto Caltrain Station to improve regional transfers, and added an additional bus on School-Oriented Route 58 in the afternoon to address capacity issues.

The November service change included schedule adjustments to improve on-time performance and added an additional bus on School-Oriented routes 18 and 83 in the morning and afternoon to address capacity issues.

A summary of systemwide performance in Quarter 2 is provided in **Table 1**. A summary of productivity by service category is provided in **Table 2**.

TABLE 1. SYSTEMWIDE KEY PERFORMANCE INDICATORS SUMMARY

Metric	Goal	FY26 Q2	FY25 Q2	Improved since FY25?	Goal Met?
Boardings per revenue hour	15 or more	15.4	15.2	Yes	Yes
Cost per passenger	\$15 or less	\$18.00	\$18.69	Yes	No
Farebox recovery	8.5% or more	6.2%	5.6%	Yes	No
On-time performance	85%	81.5%	80.7%	Yes	No
Complaints per 10,000 boardings	<1	1.3	1.1	No	No
Missed trips	<0.1%	0.04%	0.14%	Yes	Yes
Mean distance between service call	>25,000 miles	23,503 miles	18,881 miles	Yes	No
Mean distance between accident	>100,000 miles	41,611 miles	52,027 miles	No	No

Note: Key performance indicators that improved from the previous year but did not meet the goal are highlighted in blue. Key performance indicators that did not improve and did not meet the goal are highlighted in orange.

TABLE 2. PRODUCTIVITY SUMMARY: BOARDINGS PER REVENUE HOUR

Service Category	Number of Routes Meeting Standard	Total Number of Routes	% of Routes Meeting Standard
Frequent	3	4	75%
Local	6	9	67%
School-Oriented	35	43	81%
Community	4	9	44%
Express & Limited Stop	0	5	0%
Owl	2	3	67%

Note: Frequent routes have 15 minutes or better frequency seven days a week. Routes include 120, 130, 296, and ECR.

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

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

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

Express & Limited Stop routes provide limited-stop service to or from major destinations and are typically longer in length. Routes include CSM, EPX, FCX, PCX, and SKY.

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

Ridership

Average weekday ridership on SamTrans was 34,835 in Fiscal Year 2026 Quarter 2 (FY26Q2), which is an increase of 0.2 percent compared to FY25Q2. Total SamTrans ridership was 2,744,978, which is a decrease of 0.3 percent compared to FY25Q2. The SamTrans network recovered 95.8 percent of total ridership compared to pre-pandemic ridership (FY20Q2). Ridership details are included in **Table 3**.

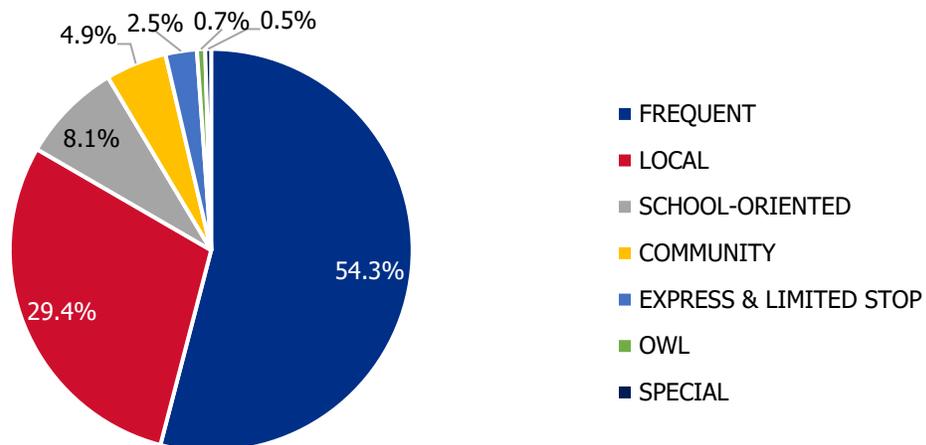
TABLE 3. AVERAGE WEEKDAY RIDERSHIP & TOTAL RIDERSHIP

Ridership Type	FY26 Q2	FY25 Q2	%Δ
Average Weekday Ridership	34,899	34,835	0.2%
Total Ridership	2,744,978	2,754,457	-0.3%

Note: Does not include Route 713 or Dumbarton Express.

By service category, 54.3 percent of total ridership was on Frequent routes, 29.4 percent was on Local routes, 4.9 percent was on Community routes, 8.1 percent was on School-Oriented routes, 2.5 percent was on Express & Limited routes, 0.7 percent was on Owl routes, and 0.5 percent was on Special routes (see **Figure 1**).

FIGURE 1. TOTAL RIDERSHIP SHARE BY SERVICE CATEGORY



Note: Does not include Route 713 or Dumbarton Express.

Ridership details by service category are included in **Table 4**.

TABLE 4. TOTAL RIDERSHIP BY SERVICE CATEGORY

Service Category	FY26 Q2	FY25 Q2	%Δ
Frequent	1,490,393	1,532,316	-2.7%
Local	808,117	807,953	0.02%
School-Oriented	222,643	214,901	3.6%
Community	135,318	138,650	-2.4%
Express & Limited Stop	69,388	29,789	132.9%
Owl	18,233	21,640	-15.7%
Special	13,020	9,208	41.4%

Note: Does not include Route 713 or Dumbarton Express.

The systemwide ridership productivity goal is to have a minimum of 15 boardings per vehicle revenue hour¹, with a goal for each service category, shown in **Table 5**. The fixed route bus network met the goal with 15.4 boardings per vehicle revenue hour in Quarter 2, a 1.5 percent increase over the previous year. All service categories except for Express & Limited Stop met their goals. Route level productivity is provided in the Appendix.

TABLE 5. RIDERSHIP PRODUCTIVITY MEASURE

Boardings per Vehicle Revenue Hour	Goal	FY26 Q2	FY25 Q2	%Δ
Systemwide	15	15.4	15.2	1.5%
Frequent	15	20.7	21.4	-3.3%
Local	10	12.0	11.3	5.7%
School-Oriented	25	57.1	57.6	-0.8%
Community	7	7.1	7.4	-3.2%
Express & Limited Stop	16	6.1	2.6	131.6%
Owl	5	5.5	5.8	-4.4%

Note: Does not include Route 713 or Dumbarton Express.

¹ Boardings by vehicle revenue hour normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated.

Compared to the previous year, Ride Plus service in Quarter 2 increased boardings per revenue hour by 19.2 percent to 2.1 boardings per revenue hour (**Table 6**).²

TABLE 6. RIDE PLUS PRODUCTIVITY MEASURES

Productivity Measure	Goal	FY26 Q2	FY25 Q2	%Δ
Boardings per Vehicle Revenue Hour	2	2.1	1.8	19.2%
East Palo Alto	2	2.0	1.8	14.3%
Half Moon Bay	2	2.2	1.7	32.3%
Percent Pooled Trips	TBD	47.6%	21.1%	125.7%
East Palo Alto	TBD	44.8%	18.5%	142.3%
Half Moon Bay	TBD	50.5%	23.7%	112.8%
Percent Wait Time <15 Minutes	99%	99.0%	N/A	N/A
East Palo Alto	99%	99.1%	N/A	N/A
Half Moon Bay	99%	98.9%	N/A	N/A
Percent Trips Completed	99%	97.6%	N/A	N/A
East Palo Alto	99%	98.9%	N/A	N/A
Half Moon Bay	99%	94.8%	N/A	N/A

Notes: Ride Plus changed technology providers in January 2025. The previous provider did not provide Percent Wait Time or Percent Trips Completed, which is why they are not provided for FY25. These categories will be tracked and provided moving forward.

Key productivity measures that did not meet goal are highlighted in orange.

Total ridership on Equity Priority Routes³ was 2,031,576 in FY26Q2, accounting for 74.1 percent of total ridership (see **Table 7**). Equity Priority Routes are defined as routes where more than one-third of a route’s alignment is operated in an Equity Priority Area. Equity Priority Areas are neighborhoods where residents are more likely to not have access to a car, be part of a low-income household, and/or identify as people of racial or ethnic minority populations.

TABLE 7. RIDERSHIP IN EQUITY PRIORITY AREAS

Service Category	FY26 Q2	FY25 Q2	%Δ
Boardings on Equity Priority Routes	2,031,576	2,042,071	-0.5%
% of Total Boardings	74.1%	74.1%	0.0%

² For Ride Plus on-demand service, similar productivity measures are provided; however, the definitions used are different from fixed-route bus service. For boardings per revenue hour, revenue hour is defined as any time passengers have an opportunity to use the service (total hours minus time to/from the depot and time that the vehicle is out of service for breaks, etc.). Percent pooled trips is the share of total trips where multiple trips were taken simultaneously in the same vehicle.

³ Equity Priority Routes include 24, 25, 29, 30, 35, 37, 41, 46, 49, 62, 68, 79, 81, 120, 121, 122, 130, 138, 141, 142, 260, 270, 276, 280, 281, 294, 296, 296 Owl, ECR, ECR Owl, and SKY.

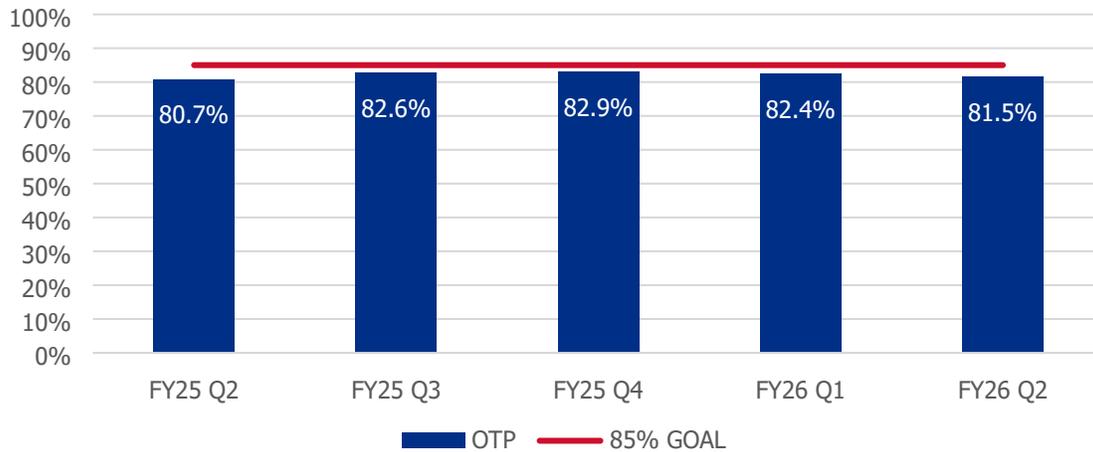
On-Time-Performance

Average systemwide on-time performance (OTP) for FY26Q2 was 81.5 percent (**Figure 2**).

SamTrans did not meet its goal of 85.0 percent; however, OTP did increase 1.0 percent from the same quarter in the previous year.

OTP for the average weekday and average Saturday were below goal at 80.9 percent and 79.8 percent, respectively. The average Sunday and average holiday OTP were above goal at 86.2 percent and 91.5 percent, respectively.

FIGURE 2. ON-TIME PERFORMANCE BY QUARTER



All service categories except Frequent and School-Oriented improved their on-time performance compared to last year. Only the Special service category met the on-time performance goal. Owl routes had the lowest average OTP of 75.7 percent. Details are included in **Table 8**.

TABLE 8. ON-TIME PERFORMANCE BY SERVICE CATEGORY

Service Category	Goal	FY26 Q2	FY25 Q2	%Δ
Frequent	85%	79.0%	79.6%	-0.8%
Local	85%	83.4%	81.3%	2.6%
Community	85%	82.7%	82.4%	0.4%
Owl	85%	75.7%	72.5%	4.4%
Special	85%	90.3%	78.4%	15.2%
Express & Limited	90%	85.5%	85.2%	0.4%
School-Oriented	90%	76.0%	78.3%	-2.9%

Note: Special service category only includes Route 138.

Fares

Fares and payment method details are included in **Table 9** and **Table 10**.

TABLE 9. TOTAL FARES COLLECTED BY TYPE

Fare Type	FY26 Q2	FY25 Q2	%Δ
Adult	1,720,513	1,706,944	0.8%
Eligible Discount	588,681	571,994	2.9%
Youth	438,043	469,545	-6.7%

TABLE 10. FARES BY PAYMENT METHOD

Payment Method	FY26 Q2	FY25 Q2	%Δ
One-Way Ticket	210,043	264,999	-20.7%
Clipper	1,365,935	1,308,632	4.4%
<i>Clipper START</i>	53,196	39,139	35.9%
Pass	1,175,655	1,177,720	-0.2%

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

The cost per passenger was \$18.00, a 3.4 percent decrease from the previous year. SamTrans did not meet its goal of \$15.00 or less per passenger. Farebox recovery was 6.2 percent of operating costs, an 11.4 percent increase compared to the previous year. SamTrans did not meet its goal of 8.5 percent farebox recovery rate. Details are included in **Table 11**.

TABLE 11. OPERATING COSTS AND FAREBOX RECOVERY METRICS

Metric	Goal	FY26	FY25	%Δ
Farebox Revenue	N/A	\$3,267,131	\$3,035,512	7.6%
Operational Costs	N/A	\$52,689,097	\$54,521,032	-3.4%
Cost per Passenger	<\$15	\$18.00	\$18.69	-3.7%
Farebox Recovery Rate	8.5%	6.2%	5.6%	11.4%

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

Operator Count

During FY26Q2, the District and Contracted Services⁴ employed a combined total of 523 full-time fixed route operators, an 11.8 percent increase compared to the previous year. The number of District operators decreased by 8.7 percent. Of the total full-time fixed route operators, 69.4 percent were District operators, 22.8 percent were CUBS operators, and 7.8 percent were Coastside operators. For details, see **Table 12**.

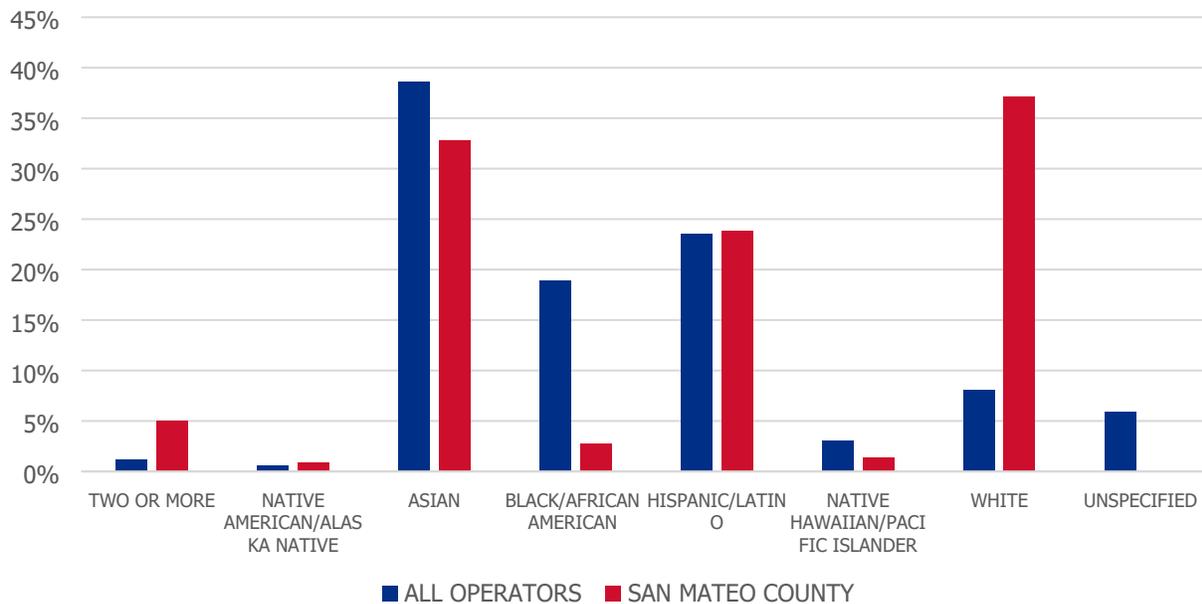
TABLE 12. AVERAGE TOTAL OPERATORS

Operators	FY26 Q2	FY25 Q2	%Δ
Total	523	468	11.8%
District	363	334	8.7%
CUBS	119	107	11.2%
Coastside	41	27	51.9%

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

Of the District and Contracted Services operators, 13.2 percent identified as women, 86.6 percent identified as men, and 0.2 percent did not specify. There was a 6.2 percent year-over-year increase in the number of women working as full-time operators and a 12.4 percent increase in the number of males. See **Figure 3** for details on operator race and ethnicity.

FIGURE 3. OPERATORS BY RACE & ETHNICITY



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

⁴ Contracted Urban Bus Service (CUBS) and Coastside

Preventable Accidents

In FY26Q2, there were 61 preventable accidents, a 35.6 percent increase compared to the previous year. The goal is to have one or fewer preventable accidents per 100,000 miles, or more than 100,000 miles between each preventable accident. This quarter, SamTrans did not meet its goal with 2.4 accidents per 100,000 miles, or 41,611 miles between each preventable accident. Details are included in **Table 13**.

TABLE 13. PREVENTABLE ACCIDENTS

	Goal	FY26 Q2	FY25 Q2	%Δ
Preventable Accidents	N/A	61	45	35.6%
District	N/A	48	33	45.5%
Contracted Services	N/A	13	12	8.3%
Accident Frequency Ratio (per 100,000 miles)	<1	2.4	1.8	35.5%
District	<1	2.6	1.8	45.9%
Contracted Services	<1	1.8	1.7	7.3%
Mean Miles between Preventable Accident	>100,000	41,611	52,027	-20.0%
District	>100,000	38,234	48,995	-22.0%
Contracted Services	>100,000	54,080	60,366	-10.4%

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

Service Calls

There were 108 service calls in FY26Q2, a 12.9 percent decrease from the previous year. The goal is to have one or fewer service calls per every 25,000 miles, or more than an average of 25,000 miles between each service call. This quarter, SamTrans did not meet its goal with 1.1 service calls per 25,000 miles, or 23,503 miles between each service call. For details, see **Table 14**.

TABLE 14. SERVICE CALLS

	Goal	FY26 Q2	FY25 Q2	%Δ
Service Calls	N/A	108	124	-12.9%
District	N/A	61	66	-7.6%
Contracted Services	N/A	47	58	-19.0%
Service Call Frequency Ratio (per 25,000 miles)	<1	1.1	1.2	-12.9%
District	<1	0.8	0.9	-7.3%
Contracted Services	<1	1.7	2.1	-19.8%
Mean Miles between Service Call	>25,000	23,503	18,881	24.5%
District	>25,000	30,086	24,497	22.8%
Contracted Services	>25,000	14,958	12,490	19.8%

Fleet in Operation

In FY26Q2, 324 buses were in operation. Approximately 77.8 percent were diesel, 7.7 percent were diesel-hybrid, 11.4 percent were battery electric, and 3.1 percent were hydrogen fuel cell. For mileage operated by District buses, 80.2 percent were operated by diesel, 8.9 percent were operated by diesel-hybrid, 7.9 percent were operated by battery electric, and 2.9 percent were operated by hydrogen fuel cell. For details, see **Table 15**.

TABLE 15. FLEET IN OPERATION

	FY26 Q2	FY25 Q2	%Δ
Total	324	313	3.5%
Diesel	252	269	-6.3%
Diesel-Hybrid	25	25	0.0%
Battery Electric	37	19	94.7%
Hydrogen Fuel Cell	10	0	100%

Trips That Did Not Operate

In FY26Q2, there were 57 trips that did not operate (DNO). The goal is to have less than 100 DNOs per 100,000 trips, or a missed trips percentage of less than 0.1 percent. This quarter, SamTrans met its goal with 38.9 DNOs per 100,000 trips, or a missed trip percentage of 0.04 percent. For details, see **Table 16**.

TABLE 16. TRIPS THAT DID NOT OPERATE

	Goal	FY26 Q2	FY25 Q2	%Δ
DNOs	N/A	57	207	-72.5%
District	N/A	14	176	-92.0%
Contracted Services	N/A	43	31	38.7%
DNOs Frequency Ratio (per 100,000 trips)	<100	38.9	142.2	-72.7%
District	<100	11.9	148.6	-92.0%
Contracted Services	<100	150.8	114.2	32.1%
Missed Trips Percentage	<0.1%	0.04%	0.14%	-72.7%
District	<0.1%	0.01%	0.15%	-92.0%
Contracted Services	<0.1%	0.15%	0.11%	32.1%

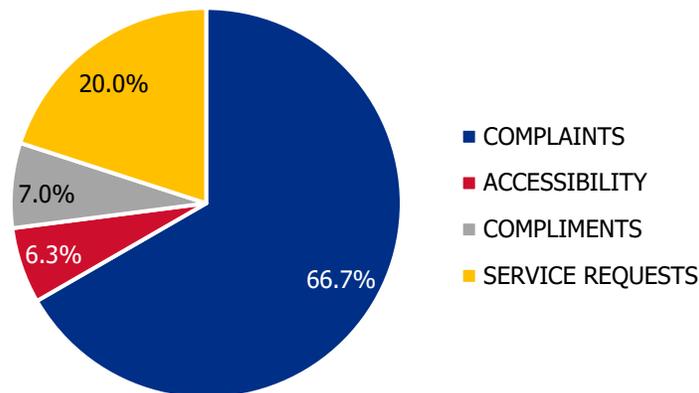
Customer Experience

In FY26Q2, SamTrans Customer Service received 540 public comments, which is a 6.9 percent increase from the same period in the previous year. Of the public comments, 66.7 percent were complaints, 6.3 percent were about accessibility, 7.0 percent were compliments, and 20.0 percent were service requests. The goal is to have less than one complaints per 10,000 boardings. SamTrans did not meet this goal with 1.3 complaints per 10,000 boardings in Quarter 2. Details can be seen in **Table 17** and **Figure 4**.

TABLE 17. CUSTOMER FEEDBACK DETAILS

	Goal	FY26 Q2	FY25 Q2	%Δ
Total	N/A	540	505	6.9%
Complaints	N/A	360	309	16.5%
Accessibility	N/A	34	26	30.8%
Compliments	N/A	38	32	18.8%
Service Requests	N/A	108	138	-21.7%
Complaints per 10,000 boardings	<1	1.3	1.1	16.9%

FIGURE 4. CUSTOMER FEEDBACK BY TYPE



Overall, the most common themes of public comments were related to operator feedback (28.5 percent), pass-ups (19.3 percent), and bus stop/shelter (8.5 percent). See **Table 18** for a comparison to the previous year.

TABLE 18. MOST COMMON PUBLIC COMMENT THEMES

FY26 Q2			FY25 Q2		
Category	Comment Type	% of Total Comments	Category	Comment Type	% of Total Comments
Operator	Complaint	28.5%	Operator	Complaint	28.7%
Pass-Up	Complaint	19.3%	Pass-Up	Complaint	14.3%
Bus Stop/Shelter	Service Request	8.5%	Bus Stop/Shelter	Service Request	10.7%

Data shown in this report is current as of February 11, 2026.

Prepared by: Emily Chen Senior Planner, Operations Planning

650-551-6127

Appendix: Route-Level Boardings per Vehicle Revenue Hour

Service Category/Route	Goal	FY26 Q2	Performance Tier ⁵
Frequent	15	20.7	Meets Standard
120 - Colma BART - Brunswick/Templeton	15	29.2	Meets Standard
130 - Daly City BART - Airport & Linden	15	16.7	Meets Standard
296 - Redwood City Transit Ctr - Bayshore/Donohoe	15	10.1	Monitoring
ECR - Daly City BART - Palo Alto Transit Ctr	15	23.6	Meets Standard
Local	10	12.0	Meets Standard
110 - Daly City BART - Linda Mar Park & Ride	10	12.7	Meets Standard
121 - Pope/Bellevue - Skyline College	10	16.8	Meets Standard
122 - South SF BART - Stonestown/SF	10	11.4	Meets Standard
141 - Airport/Linden - Skyline College	10	10.9	Meets Standard
250 - San Mateo Caltrain - College of San Mateo	10	12.8	Meets Standard
276 - Redwood City Transit Ctr - Bohannon/Campbell	10	6.4	Not Meeting Standard
278 - Redwood City Caltrain - Canada College	10	14.4	Meets Standard
281 - Belle Haven CC - Stanford	10	8.8	Monitoring
292 - San Francisco - SFO - Hillsdale Mall	10	11.8	Meets Standard
School-Oriented	25	57.1	Meets Standard
10 - Terra Nova HS	25	27.9	Meets Standard
12 - Pacifica School	25	62.3	Meets Standard
14 - Linda Mar Circulator	25	19.8	Not Meeting Standard
15 - HMBHS - Moonridge Apts	25	13.8	Not Meeting Standard
18 - Main/7th - HMBHS	25	14.6	Not Meeting Standard
19 - Lacy School	25	57.3	Meets Standard

⁵ Based on the Service Policy Framework, route-level productivity will fall into three performance tiers and related actions: (1) meets standard – no action required; (2) monitor – track performance closely and receive targeted marketing and outreach; and (3) not meeting standard – develop and action plan to improve or adjust service as necessary and could be discontinued if there are no improvements to productivity or viable alternative provided. . Routes and service categories identified as “monitoring” are highlighted in blue. Routes and service categories identified as “not meeting standard” are highlighted in orange.

Service Category/Route	Goal	FY26 Q2	Performance Tier ⁵
24 - Shasta High	25	33.3	Meets Standard
25 - Ben Franklin IS	25	132.8	Meets Standard
28 - South San Francisco HS	25	35.9	Meets Standard
29 - Lipman MS	25	43.4	Meets Standard
30 - John F Kennedy ES	25	44.8	Meets Standard
35 - El Camino HS	25	63.1	Meets Standard
37 - Romney-Alta Loma MS	25	47.0	Meets Standard
40 - IBL MS	25	23.6	Monitoring
41 - Parkside IS	25	70.6	Meets Standard
42 - Parkside MS	25	14.6	Not Meeting Standard
46 - Burlingame School	25	121.6	Meets Standard
49 - Terra Nova HS	25	33.1	Meets Standard
50 - Bayside STEM Academy	25	63.4	Meets Standard
51 - Hillsdale HS	25	38.3	Meets Standard
53 - Borel MS	25	96.0	Meets Standard
53P - Borel MS	25	45.6	Meets Standard
54 - Bowditch School	25	109.8	Meets Standard
56 - Aragon HS	25	45.8	Meets Standard
57 - Hillsdale HS	25	52.3	Meets Standard
58 - Borel MS	25	51.3	Meets Standard
59 - Aragon HS	25	97.6	Meets Standard
60 - Ralston MS	25	71.4	Meets Standard
61 - Carlmont HS	25	50.7	Meets Standard
62 - Carlmont HS	25	48.1	Meets Standard
67 - Ralston MS	25	75.7	Meets Standard
68 - Ralston MS	25	86.9	Meets Standard
72 - Selby Lane School	25	158.7	Meets Standard
73 - Clifford School	25	100.2	Meets Standard
78 - Woodside HS	25	36.5	Meets Standard

Service Category/Route	Goal	FY26 Q2	Performance Tier ⁵
79 - Kennedy MS	25	82.8	Meets Standard
81 - Menlo-Atherton HS	25	33.5	Meets Standard
82 - Hillview MS	25	71.0	Meets Standard
83 - Hillview MS	25	43.2	Meets Standard
85 - Ormondale ES	25	20.2	Monitoring
86 - Menlo-Atherton HS	25	72.1	Meets Standard
87 - Woodside HS	25	14.0	Not Meeting Standard
88 - Encinal ES	25	9.3	Not Meeting Standard
Community	7	7.1	Meets Standard
112 - Sharp Park - Colma BART	7	8.6	Meets Standard
117 - Linda Mar Park & Ride - Moonridge Apts	7	5.4	Monitoring
142 - SFO - Shelter Creek	7	5.9	Monitoring
251 - Foster City - Hillsdale Mall	7	13.5	Meets Standard
260 - San Carlos Caltrain - Carlmont Village	7	7.4	Meets Standard
270 - Redwood City Caltrain - Florence/17th	7	9.1	Meets Standard
280 - Purdue/Fordham - Palo Alto Transit Ctr	7	6.8	Monitoring
294 - Hillsdale - Half Moon Bay	7	4.9	Not Meeting Standard
295 - Hillsdale Mall - Redwood City	7	7.0	Meets Standard
Express & Limited	16	6.1	Not Meeting Standard
FCX - Foster City - San Francisco	16	9.8	Monitoring
CSM - College of San Mateo - Downtown San Mateo	16	3.9	Not Meeting Standard
EPX - East Palo Alto - San Bruno BART	16	2.4	Not Meeting Standard
PCX - Linda Mar Park & Ride - Daly City BART	16	4.2	Not Meeting Standard
SKY - Daly City BART - Skyline College	16	13.5	Monitoring
Owl	5	5.5	Meets Standard
397 - San Francisco - Palo Alto Transit Ctr	5	6.1	Meets Standard
2960 - Redwood City Transit Ctr - Palo Alto Transit Ctr	5	3.3	Not Meeting Standard
ECRO - Daly City - SFO	5	7.0	Meets Standard

Notes: Does not include Special service category, Route 713, or Dumbarton Express.

QUARTERLY DASHBOARD

October - December 2025 (FY26 Q2)



RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

Systemwide Overview



2,744,978

Boardings (-0.3%^{1,3})

74
Routes

1.8M
Revenue Miles

Service Categories

What types of service are available?

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

Revenue Hours

How much service is available?

41%
38%
11%
2%
6%
2%
<1%

Avg Weekday Ridership

How many people ride?

52%
29%
5%
10%
3%
1%
<1%

On-Time Performance²

How often is the bus on time?

79%	85% Target
83%	
83%	
76%	
86%	
76%	
90%	

177.1K Total Revenue Hours

34.9K Systemwide Average

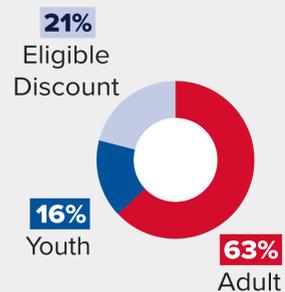
82.4% Systemwide Average

FARES

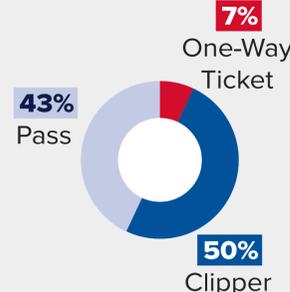
\$3.27M Fare Revenue

\$18.00 Cost Per Passenger

Fare Type



Payment Method

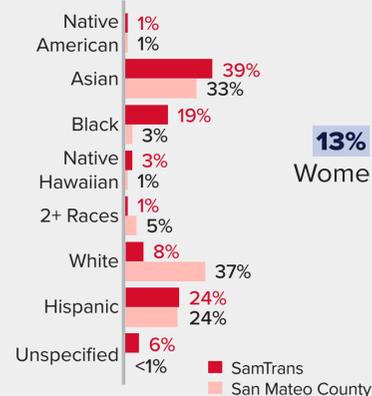


OPERATORS

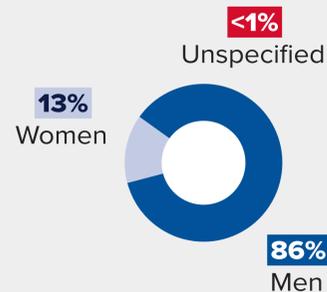
523 Average Number of Operators



Race & Ethnicity



Gender



ENVIRONMENT & SAFETY

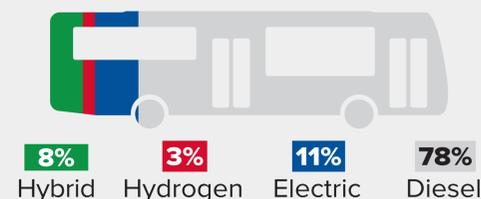
Service Calls



Preventable Accidents



Fleet in Operation



RIDER EXPERIENCE

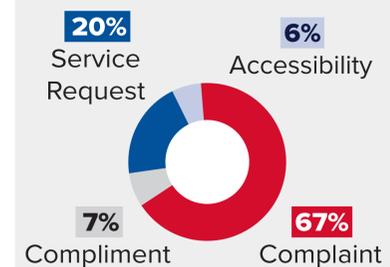
38.9

Trips Not Operated Per 100,000 Trips (-72.7%)

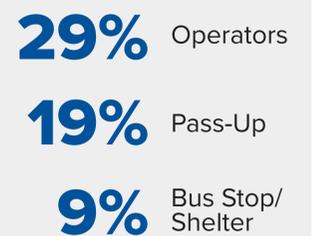
1.3

Complaints Per 10,000 Boardings (+16.9%¹)

Comment Type



Trending Themes



Top 3 in FY25 Q2 Operators, Pass-Up and Bus Stop/Shelter

¹ Percent change from the previous year (FY25 Q2).

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

³ There was missing December 2025 ridership due to Clipper Next Gen data issues.

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Finance Committee Meeting Committee of the Whole

March 4, 2026 – 2:45 pm

or immediately following the Community Relations Committee meeting

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

Committee Members: Rico E. Medina (Chair), Josh Powell, Jackie Speier

- | | | |
|-------|--|--------|
| 10.a. | Call to Order | |
| 10.b. | Approval of Minutes of the Finance Committee Meeting of February 4, 2026 | Motion |
| 10.c. | Authorizing Execution of an Agreement to Utilize Up to 70 Parking Spaces at the Millbrae Bay Area Rapid Transit District (BART) Station at a Total Cost of Up to \$660,000 For Five Years | Motion |
| 10.d. | Awarding a Contract to Samsara, Inc. to Provide Dual-Facing Artificial Intelligence (AI) Dash Cameras Subscription Services for 235 Fixed-Route Buses for a Not-To-Exceed Amount of \$240,000 for a Three-Year Base Term, and up to Three Additional One-Year Option Terms for a Not-To-Exceed Amount of \$240,000 | Motion |

Note:

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

- | | |
|--|---------------|
| 10.e. Awarding a Contract to Group 4 Architecture, Research + Planning, Inc. for On-Call General Engineering Consultant Design Services for a Not-To-Exceed Amount of \$18 Million for a Seven-Year Term | Motion |
| 10.f. Receive Quarterly Financial Report Fiscal Year 2026 Quarter 2 Results and Financial Outlook | Informational |
| 10.g. Adjourn | |

Note:

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

**San Mateo County Transit District
Finance Committee Meeting / Committee of the Whole**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of February 4, 2026

Members Present (In Person): Josh Powell, Jackie Speier, Rico E. Medina (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: David J. Canepa, Marie Chuang, Brooks Esser, Marina Fraser, Peter Ratto

Other Board Members Absent: Jeff Gee

Staff Present: J. Cassman, A. Chan, D. Harbour, L. Ko, L. Lumina-Hsu, S. van Hoften, K. Yin

10.a. Call to Order

Committee Chair Medina called the meeting to order at 3:04 pm.

10.b. Approval of Minutes of the Finance Committee Meeting of January 7, 2026

Motion/Second: Chuang/Esser

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

Noes: None

Absent: Gee

10.c. Authorizing the Purchase of up to 31 Non-Revenue Support Vehicles Through State of California, Department of General Services Contracts for a Total Not-To-Exceed Amount of \$1,338,500 and the Disposition of up to 25 Surplus Support Vehicles

Kevin Yin, Director, Contracts and Procurement, and David Harbour, Director, Maintenance, provided the presentation which included the lower pricing for State-sold vehicles compared to local dealerships, locally provided vehicle maintenance, sales tax collection, and cooperative contract advantages.

Staff provided further clarification in response to the following Board comments and questions regarding vehicle-purchasing and county sales tax recovery, auctioning services, and availability-dictated pricing.

Motion/Second: Speier/Canepa

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

Noes: None

Absent: Gee

Public Comment

Aleta Dupree, Team Folds, commented on electric vehicles, cooperative partnership with the State, and disposal of surplus vehicles to recover costs.

10.d. Authorizing an Amendment to On-Call Construction Management Services Contract to Increase the Amount by \$9 Million

Mr. Yin and Zhiming Fan, Director, Bus Infrastructure and Capital Projects, provided the presentation which included implications and budget impacts of not amending the contract and work directive funding sources.

Motion/Second: Chuang/Esser

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

Noes: None

Absent: Gee

10.e. Adjourn – The meeting adjourned at 3:27 pm.

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Joshua Mello, Chief Planning Officer

Subject: **Authorizing Execution of an Agreement to Utilize Up to 70 Parking Spaces at the Millbrae Bay Area Rapid Transit District (BART) Station at a Total Cost of Up to \$660,000 For Five Years**

Action

Staff proposes that the Committee recommend the Board of Directors (Board) authorize the General Manager/CEO, or designee, to enter into a contract with the Bay Area Rapid Transit District (BART) for use of up to 70 dedicated parking spaces on the top floor of the Millbrae BART station parking garage, adjacent to the new District headquarters building on Rollins Road in Millbrae, California (Millbrae HQ), for up to five years at a total cost of up to \$660,000.

Significance

The District's administrative office, including staff for the San Mateo County Transportation Authority (TA) and Peninsula Corridor Joint Powers Board (JPB), will move to the Millbrae HQ in May-June, 2026. At the same time, the District is preparing to move its Redi-Wheels paratransit operations to the Millbrae HQ, as well as the Transit Police unit of the San Mateo County Sheriff's Office. Staff expects the Millbrae HQ parking garage to accommodate District employees, tenants and members of the public visiting the District and retail tenants. However, the Millbrae HQ garage will not have space for the District's 50 pool cars and Redi-Wheels vehicles, nor for up to 20 Transit Police vehicles.

The proposed action will provide access to an additional 70 dedicated parking spaces needed for the headquarters move to consolidate the District's fixed-route and paratransit administrative functions into a single facility, while also providing flexibility to accommodate parking for the Transit Police if other feasible alternatives are not identified.

Budget Impact

The total cost of the proposed parking arrangement is limited to \$660,000 for the next five years, with the lowest cost in the first year with 3 percent annual increases. Funds will be available and included in the District's annual operating budgets beginning in Fiscal Year 2026-2027.

Background

Under Resolution No. 2023-59, the Board authorized execution of a lease-to-purchase agreement for a new headquarters building located at 166 Rollins Road in Millbrae. Tenant improvements are underway, with occupancy scheduled in or before June 2026. The District is expected to purchase the new Millbrae HQ in or around November 2026.

The Millbrae HQ will provide administrative office space for staff of the District and TA. The District will also sublease (and then lease) office space to the JPB and at least one other office tenant. In addition, the first floor of the building includes approximately 22,500 square feet of rentable retail space. The on-site Millbrae HQ parking garage is expected to reach capacity by accommodating staff and visitors of the District, TA and JPB, and the District's other office and retail tenants/sub-tenants.

Accordingly, off-site, but nearby, parking is needed for the District to move 13 Redi-Wheels sedans from their current location in Redwood City to Millbrae. The District also requires nearby parking for 35 pool cars used by staff conducting agency business. Finally, the District is obligated to provide parking for the Transit Police Bureau of the San Mateo County Sheriff's Office, which requires 18 parking spaces. If the District identifies another feasible alternative location for the Transit Police vehicles, or if a future Transit Police contract alters the parking requirements placed on the District, the District will reduce its planned use of BART parking lot spaces to as few as 50.

BART has agreed to reserve up to 70 spaces at its Millbrae Station for the District via a five-year parking permit. BART will provide signing and striping for the reserved spaces. The District will pay BART's current monthly parking rate for each reserved space, with an increase of 3 percent per year, as well as one-time installation costs for signing and striping.

Prepared by: Janni Baugh Acting Director, Real Estate and Development 650-207-2392

Resolution No. 2026 –

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

* * *

Authorizing Execution of an Agreement to Utilize Up to 70 Parking Spaces at the Millbrae Bay Area Rapid Transit District (BART) Station at a Total Cost of Up to \$660,000 For Five Years

Whereas, the San Mateo County Transit District (District) is preparing to move its administrative offices to a new headquarters building at 166 N. Rollins Road, in Millbrae, CA, in the County of San Mateo (Millbrae HQ) in May-June, 2026; and

Whereas, the District desires to preserve parking in the Millbrae HQ garage for retail tenants, the public, and District employees; and

Whereas, the District anticipates needing approximately 50 additional parking spaces near the Millbrae HQ for its 35 pool cars utilized by agency personnel conducting agency business and 13 Redi-Wheels sedans being moved from the current paratransit administrative office in Redwood City; and

Whereas, the District also may require parking for up to 20 vehicles utilized by the Transit Police Bureau of the San Mateo County Sheriff's Office; and

Whereas, the District and San Francisco Bay Area Rapid Transit District (BART) have negotiated for the District to have access to up to 70 spaces on the top floor of the BART parking garage at the Millbrae Station, adjacent to the Millbrae HQ, at a total cost not to exceed \$660,000 for five years, with flexibility for the District to decrease to 50 spaces as appropriate; and

Whereas, staff recommends, and the Committee concurs, that the Board of Directors authorize the General Manager/CEO to execute a permit or other form of agreement to secure access of up to 70 dedicated parking spaces on the top floor of the Millbrae BART parking lot for up to five years at a total cost not to exceed \$660,000.

Now, Therefore Be it Resolved that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or designee, to execute a permit or other form of contract to secure dedicated access to up to 70 parking spaces in the garage owned by the Bay Area Rapid Transit District at the Millbrae BART station for a cost of up to \$660,000 for a five-year term; and

Be It Further Resolved that the Board of Directors authorizes the General Manager/CEO, or designee, to take any other actions that may be necessary to give effect to this resolution.

Regularly passed and adopted this 4th day of March, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Proposed BART Parking Permit at New HQ

Item #10.c.
3/4/2026



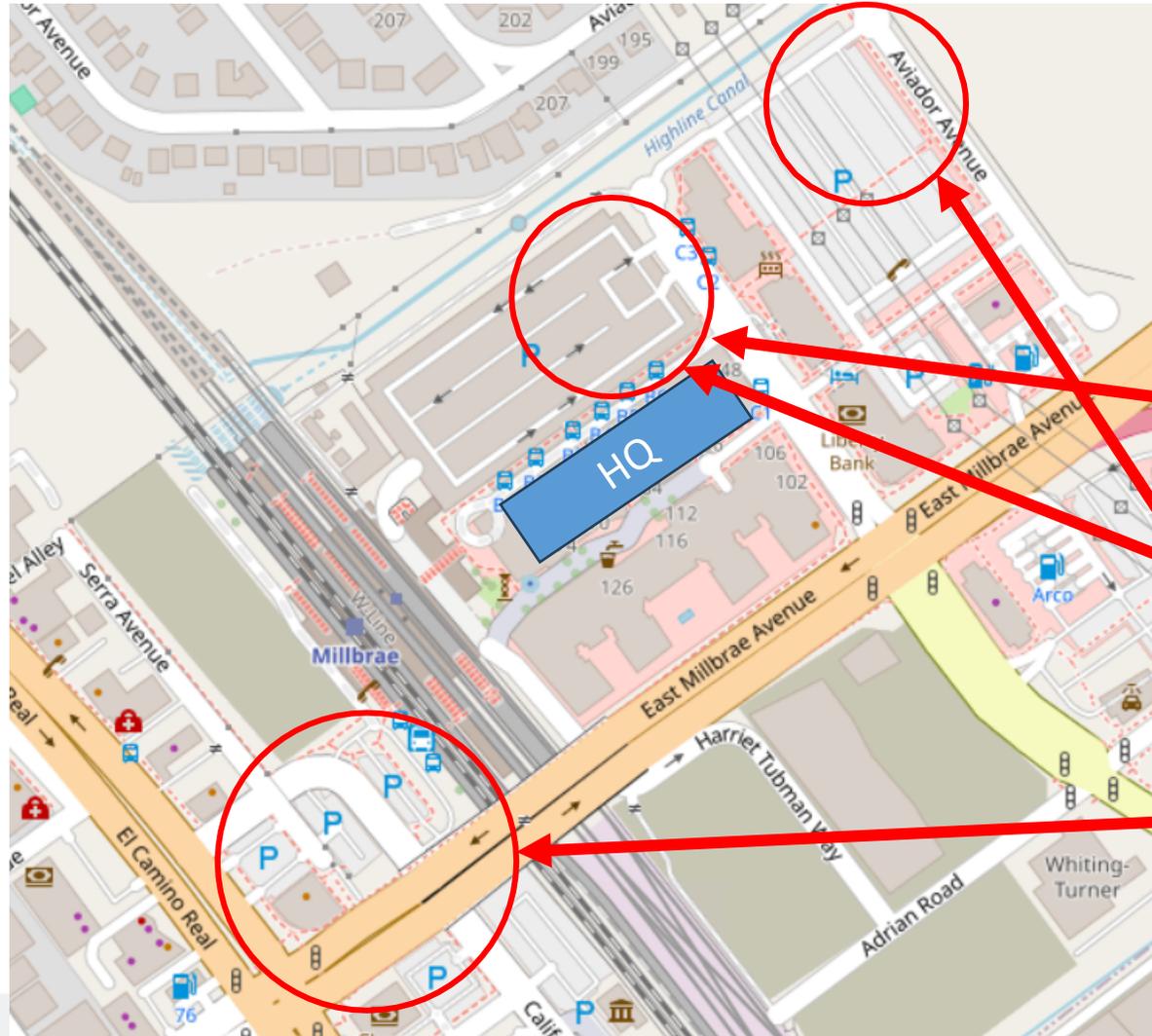
Parking - Total Demand vs Supply

Parking Type (Unsecured)	Current Peak Demand	New HQ Supply
Public Parking	10	72
Retail	N/A	42
Office Visitors (2-hour)	8	8
ADA/Handicapped/Loading	2	10
Paid EV Charging	N/A	12
Office Parking (Secured/Badge In)	202*	198
Unassigned	162	159
Assigned/Reserved	30	14**
Transit Police Bureau	18	3
Paid EV Charging	N/A	(Flex Board Member 3) - 12
Pool Car EV Charging	6	(Flex Board Member 6) - 6
Carpool	4	4
Expectant Mothers	N/A	3

*Does not include 35 pool cars and 13 RediWheels sedans.

** 12 Chief and 2 General Manager/Executive Director.

Parking – Off-site Parking Options



Option A: 70 spaces on top floor of BART parking garage

Option B1: 50 spaces on top floor of BART parking garage for pool cars and RediWheels sedans

Option B2: 20 spaces for sheriff vehicles at alternative off-site location (still pursuing this option)

Parking – BART Permit Details

- **Up to 70 reserved spaces on top level of BART parking garage**
- **Parking fees start at \$136.50/space/month**
- **5-year permit term with 3% annual increase**
- **BART will install signing and striping at our cost**
- **BART will manage the parking but it may take some time to remove misparked vehicles, especially around major travel holidays**
- **We can park our vehicles in other spaces near the holidays, if spaces are taken by travelers and we communicate with BART staff**

Parking – BART Permit Costs

Term	Rate/Month (+3% annually)	Per Year
Year 1 (13 months)	\$9,555	\$124,215
Year 2	\$9,842	\$118,100
Year 3	\$10,137	\$121,643
Year 4	\$10,441	\$125,292
Year 5 (11 months)	\$10,754	\$118,297
5-year Subtotal		\$607,546
Signage & Striping	\$50,000 (NTE)	
5-year Total		\$657,546



Item #10.c.
3/4/2026

Thank You



Please email melloj@samtrans.com with any questions.

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Contract to Samsara, Inc. to Provide Dual-Facing Artificial Intelligence (AI) Dash Cameras Subscription Services for 235 Fixed-Route Buses for a Not-To-Exceed Amount of \$240,000 for a Three-Year Base Term, and up to Three Additional One-Year Option Terms for a Not-To-Exceed Amount of \$240,000**

Action

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

1. Award a cooperative contract to Samsara, Inc. of San Francisco, California (Samsara) to provide dual-facing artificial intelligence (AI) dash cameras subscription services, which includes hardware, software and installation; unlimited training; video uploads, retrievals, cloud storage; and real-time, on-demand upload to District servers (together, the "Services") for 235 fixed-route buses for a not-to-exceed amount of \$240,000 for a three-year base term, and up to three additional one-year option terms for a not-to-exceed amount of \$240,000.
2. Authorize the General Manager/CEO or designee to execute a contract with Samsara in full conformity with the terms and conditions of the National Association of State Procurement Officials ValuePoint (NASPO) cooperative contract for Cloud Solutions, Contract Number AR2472, and in a form approved by legal counsel (Contract).
3. Authorize the General Manager/CEO or designee to exercise up to three additional one-year option terms, if in the District's best interest.

Significance

Award of this Contract will provide the District with a qualified and experienced contractor to provide the Services for 235 fixed-route buses. Use of the Services is intended to:

- Deter unsafe driver behaviors inside the buses

- Provide AI-performed features for bus operators' awareness of pedestrians
- Serve as a tool in post-incident review and analysis
- Enhance operator training by notifying supervisors when triggering events occur
- Enabling timely coaching

Budget Impact

Funding for this agreement is included in the adopted Fiscal Year 2026 and 2027 Operating Budgets and will be included in future operating budgets. The agreement will be funded by a variety of funding sources which may include state, regional, and/or local revenues from approved and future operating budgets.

The annual subscription cost for the Services is \$79,000. In the first year, a one-time shipping cost of \$2,000 will also apply for the cameras.

Background

In furtherance of prior Board discussions, staff has been evaluating opportunities to deploy new and improved AI tools to help reduce accidents involving SamTrans fixed-route buses. Based on the District's recent experience with dual-facing, AI-enabled dash cameras on buses operated by the Contracted Urban Bus service provider, and on related market research, Safety and Security staff recommend expanding deployment of these cameras to the District-operated fixed-route bus fleet.

As described above, these systems detect unsafe driving behaviors and enhance driver awareness of pedestrians and other road users, which can help reduce accidents. Video is also securely stored in the cloud to support post-incident review and training. Staff has discussed this implementation with Amalgamated Transit Union (ATU), and the union is aware of the planned deployment.

The District's Procurement Policy authorizes the use of cooperative contracts where the competitive procurement process meets the District's own competitive standards. Staff proposes to utilize a National Association of State Procurement Officials (NASPO) cooperative contract for Cloud Solutions, Contract Number AR2472. This contract was issued by the State of Utah following a Request for Proposal process resulting in contracts with three potential suppliers. Staff from Safety and Security, Information Technology (IT), Bus Operations, and Bus Maintenance met with the three identified suppliers to see product demonstrations and discuss pricing: Netradyne, Inc. of San Diego, California (Netradyne), Samsara, and LYTX, Inc. of San Diego, California (LYTX).

After evaluating these options, staff found Netradyne to be too expensive and less suitable for public transit. LYTX and Samsara offered similar camera features, managed-services options, and compliance with Federal Motor Carrier Safety Administration (FMCSA) standards, as well as

all applicable software standards. Following a request for best and final offers (BAFOs) in January 2026, Samsara's managed services offering, including an entire turnkey solution, was determined to provide the best value for the District.

Samsara's annual subscription cost was the lowest of the BAFOs and includes key elements like video storage and camera repair and replacement, with fewer restrictions than LYTX. Samsara does not charge additional fees for video retrieval, on-demand video uploads to District servers, or video storage on the Samsara cloud. Samsara also provides favorable solutions for uptime issues and equipment needs, and will extend the same pricing for three additional option years if the District chooses to exercise them.

The cameras and associated cloud-based services are provided on a subscription basis. District personnel will not be responsible for maintaining the equipment nor operating/maintaining related services (e.g., real-time video capture and video storage/archival). The first-year cost includes shipping; installation and unlimited training are provided at no additional charge. In subsequent years, costs are limited to the annual subscription. If needed, on-demand post-collision reports will be billed separately.

Staff has determined the price of the cameras and on-going subscription services are fair and reasonable based on market research and competitors' prices for similar services.

Prepared By:	Omar Brown	Senior Safety Coordinator	650-508-7744
	Danielle Sanderson	Contract Administrator	650-551-6130

Resolution No. 2026-

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

* * *

Awarding a Contract to Samsara, Inc. to Provide Dual-Facing Artificial Intelligence (AI) Dash Cameras Subscription Services for 235 Fixed-Route Buses for a Not-To-Exceed Amount of \$240,000 for a Three-Year Base Term, and up to Three Additional One-Year Option Terms for a Not-To-Exceed Amount of \$240,000

Whereas, consistent with prior discussions of the Board of Directors (Board) of the San Mateo County Transit District (District), staff has been evaluating opportunities to deploy new and improved AI tools to help reduce collisions involving SamTrans fixed-route buses; and

Whereas, based on market research and the District's experience with dual-facing, Artificial Intelligence (AI)-enabled dash cameras deployed on buses operated by the Contracted Urban Bus service provider, staff evaluated options to implement dual-facing, AI-enabled dash cameras across the District's entire fixed-route fleet to deter unsafe driving behaviors, increase driver awareness of pedestrians, and reduce driver-related incidents; and

Whereas, staff identified a cooperative procurement opportunity through the National Association of State Procurement Officials ValuePoint (NASPO) cooperative contract number AR2472, Cloud Solutions, which was competitively solicited by the State of Utah using a Request for Proposal process and provides access to three potential suppliers of AI dash camera systems; and

Whereas, staff received product demonstrations and pricing from the three suppliers selected by the State of Utah and determined that Samsara, Inc. of San Francisco, California

(Samsara) is best suited and offers the best value for the District to provide dual-facing AI dash cameras subscription services; and

Whereas, staff determined that Samsara’s annual subscription prices are fair and reasonable as compared to the other suppliers evaluated; and

Whereas, Samsara will provide 235 dual-facing AI dash cameras for the District’s fixed-route buses on a subscription basis that includes hardware, software and installation; unlimited training; and video uploads, retrievals, cloud storage, and real-time on-demand upload to District servers (together, the “Services”); and

Whereas, staff recommends that the Board award a cooperative contract to Samsara to provide the Services for 235 fixed-route buses for a not-to-exceed amount of \$240,000 for a three-year base term, and up to three additional one-year option terms for a not-to-exceed total amount of \$240,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a cooperative contract to Samsara, Inc. to provide dual-facing AI dash cameras subscription services, which includes the hardware, software, and installation; unlimited training; and video uploads, retrievals, cloud storage, and real-time on-demand uploads to District servers on demand for 235 fixed-route buses for a not-to-exceed amount of \$240,000 for a three-year base term, and up to three additional one-year option terms for a not-to-exceed amount of \$240,000; and

Be it Further Resolved; that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Samsara in full conformity with the

terms and conditions of the NASPO cooperative contract for Cloud Solutions, Contract Number AR2472, and in a form approved by legal counsel; and

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

Regularly passed and adopted this 4th day of March, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Dual-Facing AI Dash Cameras

Item #10.d.
3/4/2026



Strengthening Safety & Accident Prevention

- Uses AI-powered cameras to detect pedestrians, cyclists, and collision risks
- Provides real-time in-cab alerts for immediate correction
- Identifies distracted and high-risk driving behaviors
- Captures safety events for review and coaching



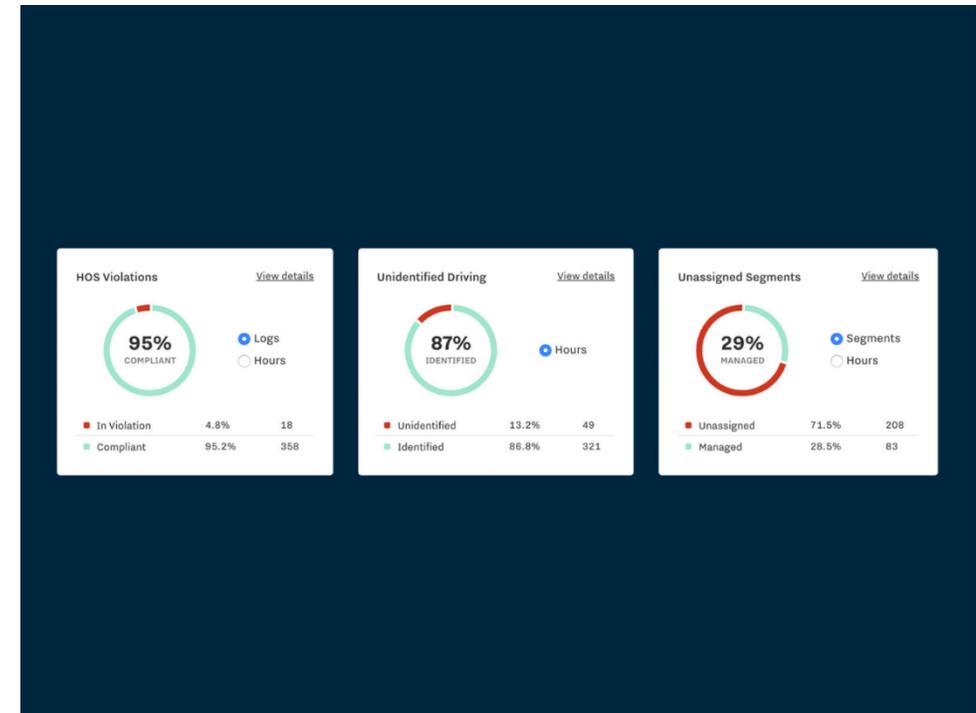
samsara

Focus: Prevention first — reducing risk before injuries or claims occur

Coaching: Operators

Operator Coaching

- Real-time alerts support immediate self-correction
- Video review enables fair, fact-based coaching
- Reinforces safe driving behaviors
- Tracks behavioral improvement over time



Focus: Shift from reactive discipline to proactive coaching

Measuring Success

How We Measure Impact

- Reduction in preventable accidents
- Decrease in pedestrian conflict events
- Fewer repeat unsafe behaviors
- Improved safety performance metrics

Why It Matters

- Protects pedestrians and operators
- Reduces liability and repair costs
- Demonstrates measurable return on safety investment

This system strengthens prevention, supports effective coaching, and gives us clear data to measure

Cooperative Purchasing Process

- The District may utilize cooperative purchasing contracts for procurement of goods and services
- NASPO ValuePoint cooperative contract for Cloud Solutions, Contract Number AR2472, which was solicited via an RFP by the State of Utah
- Staff and Legal Counsel determined that the solicitation process done by the State of Utah meets the District's competitive requirements.

Mini-Competitive Process

- Staff met with three identified suppliers for product demonstrations and discuss pricing:
 - Netradyne, Inc. of San Diego, California
 - Samsara, Inc. of San Francisco, California
 - LYTX, inc. of San Diego, California
- Staff determined that Samsara provides the best value to the District

Budget Impact

- Funding for this agreement is included in the adopted Fiscal Year 2026 and 2027 Operating Budgets and will be included in future operating budgets
- The annual subscription cost for the Services is \$79,000

Price Analysis

Staff conducted a price analysis and determined the prices are fair and reasonable based on market research and competitors' prices for similar services

Proposed Actions

1. **Award a cooperative contract to Samsara, Inc.**, to provide dual-facing AI dash cameras subscription services for **235 fixed-route buses** for a not-to-exceed amount of **\$240,000 for a three-year base term**, and up to three additional one-year option terms for a not-to-exceed amount of \$240,000
2. **Authorize General Manager/CEO** or designee to:
 - **Execute a contract with Samsara** in full conformity with terms and conditions of the NASPO cooperative contract and negotiated agreement, and in a form approved by legal counsel
 - **Exercise up to three one-year option terms**, if in the best interest of the District



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Contract to Group 4 Architecture, Research + Planning, Inc. for On-Call General Engineering Consultant Design Services for a Not-To-Exceed Amount of \$18 Million for a Seven-Year Term**

Action

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

1. Award a contract to Group 4 Architecture, Research + Planning, Inc. of South San Francisco, California (Group 4 Architecture) for on-call general engineering consultant design services (Services) for a not-to-exceed amount of \$18 million for a seven-year term.
2. Authorize the General Manager/CEO or designee to execute a contract with Group 4 Architecture in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Significance

Approval of the above actions will provide the District with a dedicated, qualified firm for on-call, multi-disciplinary engineering, architectural, design and construction services in support of upcoming capital improvement projects at various District properties. The contract will be for a seven-year term.

Award of this on-call contract will not obligate the District to purchase any specific level of service because the consultant firm will be engaged on a project-by-project and as-needed basis via executed Work Directives (WDs).

Budget Impact

There is no immediate fiscal impact associated with approval of this on-call contract. The Services to be provided pursuant to the awarded contract will be performed under WDs issued to the firm on a project-by-project and as-needed basis. The WDs will be funded from a variety

of sources, including Federal, State, regional, and/or local funding and grants from approved and future capital project budgets over the life of this contract.

Background

The District requires the Services for a range of capital projects, primarily focused on state-of-good repair and Zero Emission Bus infrastructure improvements at the District’s North Base and South Base operating and maintenance facilities. Also, staff plans to issue WDs for improvements associated with programs and projects including, but not limited to, the Bus Stop Improvement Plan, Americans with Disabilities Act (ADA)/accessibility upgrades at various District facilities, the Dumbarton corridor property, and new or improved operator restroom facilities throughout the SamTrans service area. Staff will provide the Board with updates on issuance of WDs through the new quarterly on-call contracts reporting process.

On September 12, 2025, the District issued Request for Proposals (RFP) 25-S-P-125 for the Services, which was advertised on the District’s e-procurement website. A virtual pre-proposal conference was held on September 24, 2025, which 33 firms attended. The District received proposals from six firms:

- AECOM Technical Services, Inc., Seattle, WA
- Group 4 Architecture
- Stantec Architecture Inc., Los Angeles, CA
- STV Incorporated, Oakland, CA
- Trident CPM Consulting, Los Angeles, CA
- TYLin, Oakland, CA

In accordance with federal and state laws governing the procurement of architecture and engineering services, proposals were evaluated, scored and ranked solely on qualifications, with price being negotiated only with the highest-ranked firm. A Selection Committee (Committee), composed of qualified District staff, reviewed and scored the proposals in accordance with the following weighted criteria:

Evaluation Criteria	Maximum Points
Company Qualifications, Experience and References	25
Qualifications and Experience of Key Personnel	25
Project Understanding and Management Plan	25
Quality Control Plan	25
Small Business Enterprise (SBE) Preference	5
Total	105

After the initial scoring of the technical proposals, four of the firms were found to be in the competitive range and were invited to oral interviews. Subsequently, the Committee completed its final evaluation and ranking, and determined that Group 4 Architecture is the highest-ranked firm. The firm possesses the requisite depth of experience and qualifications required to successfully perform the Services as defined in the solicitation documents. Staff reviewed Group 4 Architecture’s cost proposal (including direct hourly rates, overhead rates, and fees) and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar work in the Bay Area.

The Office of Civil Rights (OCR) reviewed the RFP prior to release and encouraged proposers to provide subconsultant opportunities to certified small business enterprises (SBEs). OCR also reviewed all proposals submitted and determined that Group 4 Architecture’s proposal meets the SBE requirements. Group 4 Architecture was awarded the SBE Preference points as it is an SBE firm. Group 4 Architecture also included six subconsultants in its consulting team, three of which are SBE firms, to be used for specialized services.

Group 4 Architecture currently performs these Services for the District under an aggregate not-to-exceed \$3 million, seven-year contract. Pursuant to Resolution No. 2025-13, the Board approved an amendment to increase the contract capacity by \$4.7 million, for a new not-to-exceed amount of \$7.7 million. The current contract will expire in March 2028. Award of the proposed new contract will provide a seamless transition and uninterrupted Services for the District.

Prepared By:	Jessica Valdez	Procurement Administrator II	650-830-1599
	Jeff Thomas	Project Manager	650-508-6309

Resolution No. 2026-

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

* * *

Awarding a Contract to Group 4 Architecture, Research + Planning, Inc. for On-Call General Engineering Consultant Design Services for a Not-To-Exceed Amount of \$18 Million for a Seven-Year Term

Whereas, on September 12, 2025, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 25-S-P-125, for On-Call General Engineering Consultant Design Services (Services); and

Whereas, in response to the RFP, the District received six proposals; and

Whereas, a Selection Committee (Committee), composed of qualified District staff, reviewed, evaluated, scored and ranked the proposals in accordance with federal and state laws governing the procurement of architectural and engineering services, and the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined that four firms were in the competitive range, and conducted oral interviews; and

Whereas, the Committee completed its evaluation process and determined that Group 4 Architecture, Research + Planning, Inc. of South San Francisco, California (Group 4 Architecture) is the highest ranked firm, and possesses the requisite depth of experience and qualifications required to successfully perform the Services as defined in the RFP; and

Whereas, staff reviewed Group 4 Architecture's proposal and determined that it complies with the requirements of the RFP; and

Whereas, staff also conducted a price analysis and determined that Group 4 Architecture’s negotiated prices are fair and reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract for the Services to Group 4 Architecture for a not-to-exceed amount of \$18 million for a seven-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract for on-call general engineering consultant design services to Group 4 Architecture, Research + Planning, Inc. for a not-to-exceed amount of \$18 million for a seven-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Group 4 Architecture in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 4th day of March, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



On-Call General Engineering Consultant Design Services

Item #10.e
3/4/2026



Background

- Last on-call contract for General Engineering Consultant Design Services was issued in April 2021
 - Board approved aggregate contract capacity: \$7.7 million for seven years
 - Expiration: March 31, 2028
- Best practice: resolicit every five to seven years

Why an On-Call Contract?

- **Agility and speed**

Respond quickly to District project and program needs without going through a full procurement process for each project

- **Better workload management**

Multiple projects can be done in parallel

- **Pricing stability and cost management**

Consultant rates are locked for the duration of the contract w/ fair annual adjustment

- **Simplified administration and procurement**

Reduces administrative workload, enabling staff to focus on delivering projects

Contract Summary

Contract Term: 2026 – 2033

Contract Capacity: \$18 million

Potential Projects:

- Services for a range of capital projects (state-of-good repair and zero-emission bus infrastructure improvements)
- Services for improvements associated with programs and projects (Bus Stop Improvement Plan, ADA/accessibility upgrades, Dumbarton corridor property, and operator restroom facilities)
- Staff will provide the Board with updates on issuance of WDs on a quarterly basis

Solicitation Process

- September 12, 2025: Issued Request for Proposals
- October 29, 2025: Received six proposals, all were responsive to RFP requirements
 - AECOM Technical Services, Inc., Seattle, WA
 - Group 4 Architecture, Research + Planning, Inc. of South San Francisco, CA
 - Stantec Architecture Inc., Los Angeles, CA
 - STV Incorporated, Oakland, CA
 - Trident CPM Consulting, Los Angeles, CA
 - TY Lin, Oakland, CA

Solicitation Process (cont...)

- Selection Committee reviewed, evaluated, and ranked proposals per federal and state laws governing procurement of A&E Services
- Highest ranked firm: Group 4 Architecture
- Committee determined Group 4 Architecture possesses the requisite experience and qualifications required for successful performance

Work Directives

- Staff will issue Work Directives (WD) on as-needed basis
- Award of contracts will not obligate District to purchase specific level of service
- Contracts provide flexibility to meet District needs
- WD costs must be included in approved budgets or project allocations

Budget Impact

WDs will be funded from a variety of sources, including Federal, State, regional, and/or local funding and grants from approved and future capital project budgets over the life of this contract

Price Analysis

Staff conducted a price analysis and determined the negotiated rates are fair and reasonable and consistent with those charged for similar work in the Bay Area

Proposed Actions

- 1. Award a contract to Group 4 Architecture, Research + Planning, Inc., to provide on-call General Engineering Consultant Design Services for a not-to-exceed amount of \$18 million for a seven-year term**
- 2. Authorize General Manager/CEO or designee to Execute a contract with Group 4 Architecture in full conformity with the terms and conditions set forth in the RFP and negotiated agreement, and in a form approved by legal counsel**



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Receive Quarterly Financial Report Fiscal Year 2026 Quarter 2 Results and Financial Outlook**

Action

This is an informational item.

Discussion

The San Mateo County Transit District (District) ended Fiscal Year (FY) 2026 Quarter 2 with a deficit of \$9.5 million, which is \$13.8 million favorable compared to the budgeted deficit of \$23.3 million. This favorable variance was primarily driven by higher investment income, one-time income including insurance reimbursements and clean vehicle credits, timing-related savings in non-labor expenses, lower than budgeted contract costs in the Contracted Americans with Disabilities Act (ADA) Programs, and reduced service level in the Multi-Modal Transit Programs.

Sources:

As of December 31, 2025, total sources were \$133.8 million, compared to the adopted budget of \$130.3 million, resulting in a favorable variance of \$3.5 million (2.7 percent).

- **Operating Revenue** reflected a favorable variance of \$3.0 million (8.9 percent), primarily due to:
 - **Investment Interest Income** was \$2.7 million (30.4 percent) favorable due to higher-than-expected interest rates and balances. Staff expects this favorability to remain.
 - **Other Income** was \$1.6 million (722.8 percent) favorable driven by a one-time \$0.7 million insurance reimbursement and \$0.7 million in IRS clean vehicle credits.
 - **Agency Indirect Administrative Recovery** was \$1.8 million (11.0 percent) unfavorable, due to timing of recovery related to managing agency services.

- **Operating Assistance** reflected a favorable variance of \$1.4 million (1.6 percent) due to higher-than-anticipated Proposition A and Measure W Sales Tax receipts. Budget assumptions were conservative during Fiscal Year (FY) 2026-2027 budget development given tariff concerns and policy uncertainty under the new administration.
- **Multi-Modal Transit Program Operating Assistance** reflected an unfavorable variance of \$1.0 million (22.3 percent), due to lower shuttle cost recovery resulting from adjusted Commute.org service levels in response to lower-than-anticipated funding and demand from partner agencies. The adjustment in service levels led to corresponding decreases in both recovery revenues (Sources) and operating costs (Uses).

Uses:

As of December 31, 2025, total uses were \$143.3 million, compared to the adopted budget of \$153.6 million, reflecting a favorable variance of \$10.3 million (6.7 percent).

- **Labor** reflected an unfavorable variance of \$0.2 million (0.3 percent), due to:
 - **Wages and Benefits** were \$0.4 million (0.5 percent) unfavorable, driven by:
 - \$0.8 million for increased Bus Operator staffing and overtime due to higher service mileage and overtime requirements,
 - \$0.5 million higher Bus Maintenance demand associated with zero-emission bus training and aging fleet conditions, offset by
 - \$0.9 million in savings from administrative vacancy savings.
- **Purchased Transportation** reflected a favorable variance of \$2.7 million (8.2 percent), driven by:
 - **Contracted Americans with Disabilities Act (ADA) Programs** was \$1.4 million (14.7 percent) favorable, driven by negotiated lower than budgeted hourly rates.
 - **Contracted Multi-Modal Transit Programs** was \$1.0 million (22.6 percent) favorable due to adjusted Commute.org service levels in response to lower-than-anticipated funding and demand, resulting in lower operating expenditures.
- **Contracted Services** reflected a favorable variance of \$4.8 million (28.2 percent), primarily driven by Professional Services, Property Maintenance, Vehicle Maintenance, and Technical Services. The variance reflects delayed project starts and timing lags to vendor invoicing and payment processing, and these expenses are expected to align more closely with the budget by fiscal year-end.

- **Other Non-Labor** reflected a favorable variance of \$2.4 million (16.0 percent), primarily due to lower-than-anticipated claims and conservative actuarial assumptions in the FY26 budget.

Outlook:

The District's second-quarter results reflect stronger-than-expected investment income, one-time reimbursements, and timing-related savings in non-labor expenses. These factors have contributed to a favorable financial position at midyear. Staff will continue to closely monitor expenditures and coordinate with divisions to assess the status of budgeted initiatives and emerging needs. As activity levels continue to stabilize during the second half of the fiscal year and additional information from the annual forecast, staff will evaluate whether a budget amendment is required. Staff remain focused on sound financial management to achieve the budgeted \$4.9 million surplus by fiscal year-end.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By: Cleo Liao

Manager, Budgets

650-508-7756



SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF DECEMBER 31, 2025

(In thousands)

	YEAR-TO-DATE DECEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
Passenger Fares	\$ 6,644	\$ 6,665	\$ 21	0.3%	\$ 13,304
Rental Income	1,488	2,002	514	34.6%	2,976
Investment Interest Income	8,933	11,653	2,720	30.4%	17,960
Advertising Income	386	385	(1)	(0.3%)	773
Other Income	222	1,829	1,606	722.8%	445
Agency Indirect Administration Recovery	16,600	14,782	(1,818)	(11.0%)	38,999
Subtotal: Operating Revenue	34,273	37,316	3,042	8.9%	74,455
Prop A Sales Tax	59,077	59,958	880	1.5%	114,856
Measure W Sales Tax	29,539	29,971	432	1.5%	57,428
Transportation Development Act (TDA) Transit Fund	-	-	-	0.0%	51,793
State Transit Assistance (STA)	-	-	-	0.0%	9,330
Operating Grants	55	175	120	219.7%	3,019
Subtotal: Operating Assistance	88,671	90,104	1,433	1.6%	236,426
Transportation Development Act (TDA) 4.5 Redi-Wheels	-	-	-	0.0%	2,726
State Transit Assistance (STA) - Paratransit	-	-	-	0.0%	1,011
SMCTA Measure A Redi-Wheels	2,363	2,363	-	0.0%	4,594
Measure M Paratransit	-	-	-	0.0%	1,200
Operating Grants - American Disabilities Act	-	-	-	0.0%	3,812
Subtotal: American Disabilities Act Operating Assistance	2,363	2,363	-	0.0%	13,344
Employer SamTrans Shuttle Funds	4,285	3,332	(954)	(22.3%)	8,570
Subtotal: Multi-Modal Transit Program Operating Assistance	4,285	3,332	(954)	(22.3%)	8,570
Pass-Through to Other Agencies	678	678	-	0.0%	1,356
TOTAL - SOURCES	\$ 130,271	\$ 133,792	\$ 3,522	2.7%	\$ 334,151
USES					
Wages & Benefits	70,030	70,391	(362)	(0.5%)	129,474
Indirect Admin and Overhead Costs - Labor	5,457	5,298	159	2.9%	11,488
Subtotal: Labor	75,487	75,689	(203)	(0.3%)	140,962
Contracted Urban Bus Service	18,882	18,616	266	1.4%	37,764
Contracted American Disability Act Programs	9,781	8,341	1,439	14.7%	19,561
Contracted Multi-Modal Transit Programs	4,428	3,427	1,001	22.6%	8,858
Non-Labor Subtotal - Purchased Transportation	33,090	30,383	2,707	8.2%	66,183
Vehicle Maintenance (Contracted)	931	450	481	51.7%	1,862
Property Maintenance	2,212	1,323	889	40.2%	4,424
Professional Services	5,061	3,719	1,342	26.5%	12,211
Technical Services	3,776	2,713	1,064	28.2%	7,825
Security and Law Enforcement	2,718	2,366	352	13.0%	6,836
Ticketing and Fare Collection	664	323	341	51.4%	1,328
Other Services	1,817	1,446	371	20.4%	4,722
Non-Labor Subtotal: Contracted Services	17,180	12,340	4,840	28.2%	39,209
Bus Fuel and Energy	4,411	4,178	234	5.3%	8,822
Bus Parts and Materials	2,340	2,237	102	4.4%	4,679
Uniforms and Bus Operator Expense	321	203	118	36.8%	639
Office Supplies / Printing	434	160	274	63.2%	844
Non-Labor Subtotal: Materials & Supplies	7,505	6,777	728	9.7%	14,984
Telecommunication	460	343	118	25.6%	921
Other Utilities	1,071	1,291	(220)	(20.6%)	2,142



SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF DECEMBER 31, 2025

(In thousands)

	YEAR-TO-DATE DECEMBER				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Non-Labor Subtotal: Utilities	1,532	1,634	(102)	(6.7%)	3,063
Workers Compensation	2,587	2,412	175	6.8%	5,174
Insurance	2,100	2,222	(122)	(5.8%)	4,200
Contracted Urban Bus (CUB) Insurance	993	1,026	(33)	(3.3%)	1,985
American Disabilities Act Insurance	867	855	12	1.4%	1,735
Claims Reserves and Payments	1,442	435	1,007	69.9%	4,625
Contracted Urban Bus (CUB) Claims Reserves and Payments	-	(14)	14	100.0%	-
Promotional Advertising and Events	406	208	199	48.9%	815
Banking and Transaction Fees	290	216	74	25.6%	536
Leases and Rentals	388	275	113	29.1%	4,161
Employee Programs	780	350	430	55.1%	1,576
Training and Business Travel	531	219	312	58.7%	1,025
Dues and Membership	160	76	85	52.7%	303
Other Expenses	89	61	28	31.8%	176
Indirect Admin and Overhead Costs - Non-Labor	4,576	4,443	133	2.9%	13,054
Non-Labor Subtotal: Other	15,210	12,784	2,426	16.0%	39,366
Debt Service	2,548	2,548	00	0.0%	18,595
Pass Through to Other Agencies	678	678	-	0.0%	1,356
TOTAL - OPERATING USES	153,230	142,834	10,396	6.8%	323,717
Operating Reserve	-	-	-	0.0%	4,803
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	349	436	87	25.0%	698
Subtotal - Allocations & Contributions	349	436	87	25.0%	5,502
TOTAL - USES	\$ 153,579	\$ 143,271	\$ 10,309	6.7%	\$ 329,219
SURPLUS/(DEFICIT)	\$ (23,309)	\$ (9,479)	\$ 13,830	59.3%	\$ 4,932



Quarterly Financial Report

Fiscal Year 2026 Quarter 2 Result

Item #10.f.
3/4/2026



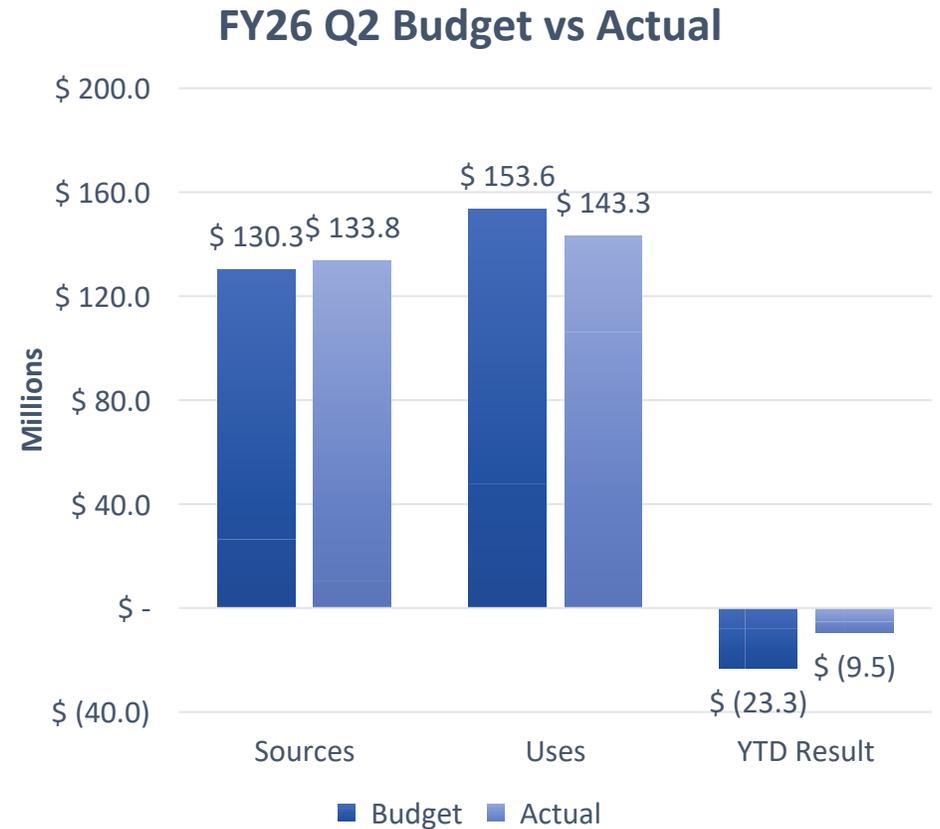
Board of Directors | March 4, 2026

Agenda

1. FY26 Quarter 2 Performance
2. Key Takeaways & Outlook
3. Next Steps

FY26 Quarter 2 Performance

- **YTD Result:** \$9.5M deficit, favorable \$13.8M (59.3%) to budget
- **Sources:** \$133.8M, favorable \$3.5M (2.7%)
- **Uses:** \$143.3M, favorable \$10.3M (6.7%)
- **Risks:** Favorable Q2 driven by revenue performance and timing-related costs savings. Staff will continue monitoring conditions and assess amendment needs.



Key Takeaways / Outlook

Q2 Performance

- Sources
 - ↑ • Investments yielded higher returns
- Uses
 - ↑ • Labor: Bus Operators staffing and overtime + Mechanics overtime
 - ↓ • Non-Labor: Temporary timing-related savings

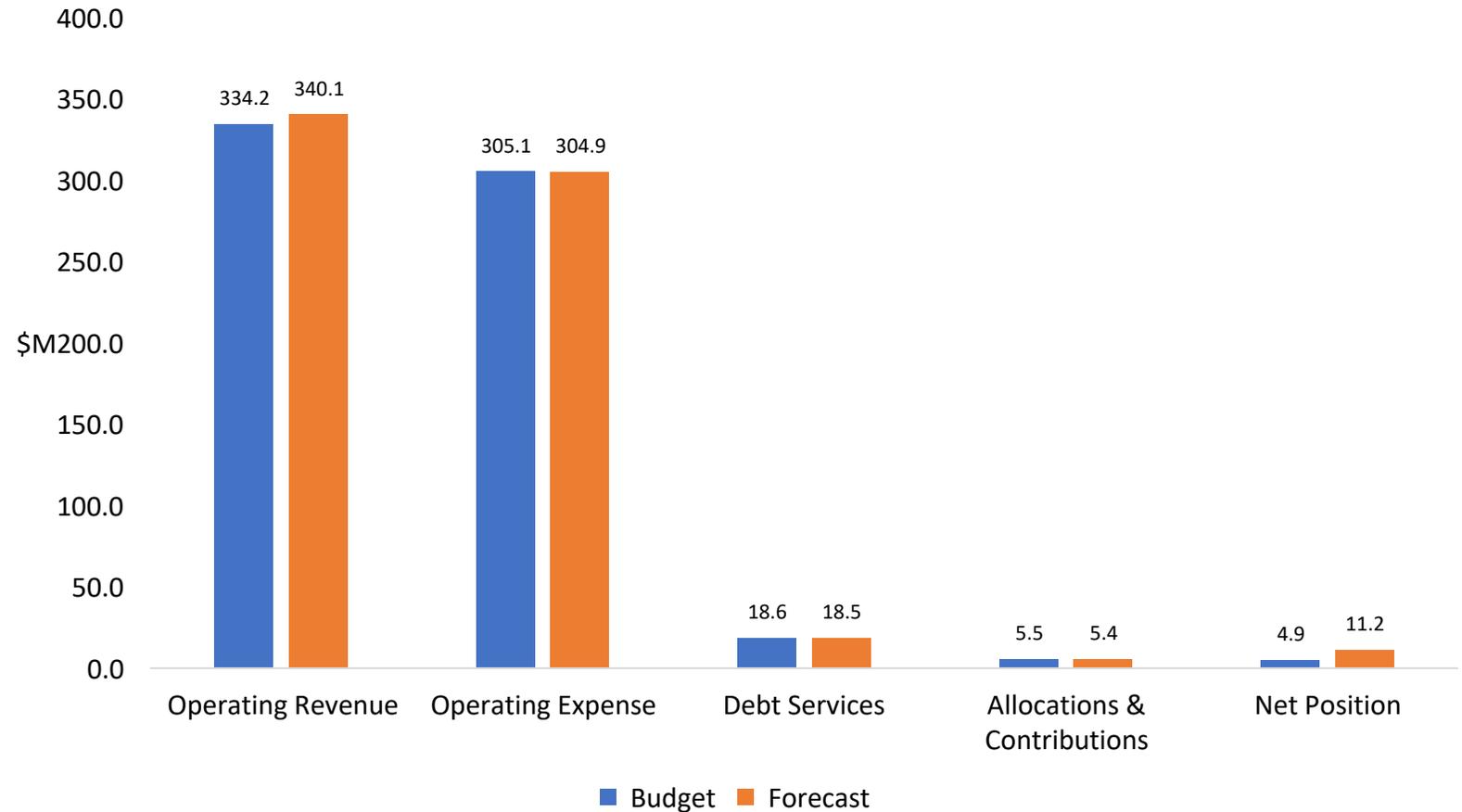
Outlook

- Operating costs continue to outpace revenue growth
- Focus:
 - cost containment
 - revenue generation

Forecast: FY26 Year-End

FY26 Mid-Year Forecast

- \$5.9M (1.8%) favorable operating revenue
- \$0.2M (0.1%) favorable operating expense
- \$6.3M projected better-than-budget net position (\$11.2M surplus)



Next Steps

- **April**

- FY26/27 Revised Capital Budget Amendment
- Capital Reserve Policy

- **May/June**

- FY26 Quarter 3 Financial Performance
- Updated FY26 Year End Forecast



Item #10.f.
3/4/2026

Thank You



BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Legislative Committee Meeting Committee of the Whole

March 4, 2026 – 3:00 pm

or immediately following the Finance Committee meeting

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

Committee Members: Marina Fraser (Chair), Peter Ratto, David J. Canepa

- | | |
|--|---------------|
| 11.a. Call to Order | |
| 11.b. Approval of Minutes of the Legislative Committee Meeting of February 4, 2026 | Motion |
| 11.c. Receive Legislative Update | Informational |
| 11.d. Adjourn | |

Note:

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

**San Mateo County Transit District
Legislative Committee Meeting / Committee of the Whole**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of February 4, 2026

Members Present (In Person): David J. Canepa, Peter Ratto, Marina Fraser (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: Marie Chuang, Brooks Esser, Rico E. Medina, Josh Powell, Jackie Speier

Other Board Members Absent: Jeff Gee

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

11.a. Call to Order

Committee Chair Fraser called the meeting to order at 3:28 pm.

11.b. Approval of Minutes of the Legislative Committee Meeting of January 7, 2026

Motion/Second: Medina/Esser

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

Noes: None

Absent: Gee

11.c. Legislative Update

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

Federal:

- Mini-bus passed by House and State, funding removed for Homeland Security; \$250,000 earmarks, obtained by Congressman Kevin Mullin, in final language for bus stop improvements
- Department of Transportation (DOT) Fiscal Year (FY) 2025 budget changes: \$1.3 billion increase for Federal Highway Administration (FHA), \$165 million decrease for Federal Transportation Administration (FTA), \$87 million decrease for Federal Railroad Administration (FRA)

State:

- Governor Gavin Newsom budget published proposed FY26-27; decrease from \$18 billion to \$2.9 billion deficit, with revisions in May and will need to pass by June 15
- Senate Bill (SB) 125 funding; Cap-and-Invest amounts lower than expected revenue, 71 percent of projected amounts
- State bridge loan agreement for 12-year repayment term for several transit properties in the Bay Area
- \$1 billion hydrogen fueling funding cut from Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES); Impact to SamTrans was loss of \$33 million, working on how to restore that funding from the State
- SB 79 (Wiener): creates upzoning around transit stations; staff to serve on California Transit Association (CTA) Committee to revise SB 908

Public Comment

Aleta Dupree, Team Folds, commented on grant and loan funding, SB 63 contingencies, and public transportation importance, and spoke in support of the regional funding measure.

11.d. Adjourn – The meeting adjourned at 3:38 pm.

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 33 Aguiar-Curry D</p> <p>Autonomous vehicles.</p>	<p>This is a two-year bill.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 117 Committee on Budget</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill is in the Senate Budget & Fiscal Review Committee.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 259 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	<p>Support June 2025</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 334 Petrie-Norris D</p> <p>Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle’s use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle’s use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as “required” by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than \$2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 467 Fong D</p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.</p>	<p>Watch</p>

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State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1337 Ward D</p> <p>Information Practices Act of 1977.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1383 McKinnor D</p> <p>Public employees’ retirement benefits: safety members.</p>	<p>Pending referral to policy committee.</p>	<p>The Public Employees’ Retirement Law (PERL) establishes the Public Employees’ Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees’ Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees’ Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers’ Retirement Law, establishes the State Teachers’ Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers’ Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, on and after January 1, 2027, would require a retirement system subject to PEPRA to adjust pensionable compensation limits to be consistent with specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would require a new member of STRS to be subject to specified limits of the Teachers’ Retirement Law. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.</p>	<p>Watch</p>
<p>AB 1578 Jackson D</p> <p>State and local officials: antihate speech training.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires each state agency to offer at least semiannually, and certain state officials to attend once every 2 years, an orientation course on the relevant ethics statutes and regulations that govern the official conduct of state officials. Existing law requires each state agency to maintain records indicating the specific attendees, each attendee’s job title, and dates of their attendance for each orientation course offered for a period of not less than 5 years after each course is given. This bill would require, beginning on January 1, 2028, a state official to complete at least one hour of antihate speech training and education within 6 months of taking office and subsequently every 4 years thereafter. The bill would require each state agency to maintain records indicating the date that a state official completed the antihate speech training and education for a period of not less than 5 years after the training is complete. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1599 Ahrens D</p> <p>Public transit: California Transit Stop Registry: transit datasets.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop’s name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1624 Zbur D</p> <p>Public Lands Protection Act.</p>	<p>Pending referral to policy committee.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. Existing law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, existing law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. The bill would prohibit a parcel of land governed by these provisions from being rezoned, subdivided, or granted any development entitlement that is inconsistent with a conservation-oriented zoning designation, unless certain requirements are satisfied, including that a full environmental impact report is completed in accordance with CEQA. Notwithstanding these provisions, the bill would require electric infrastructure and clean energy facilities necessary to achieve California’s climate and decarbonization goals to be deemed permitted uses in a conservation-oriented zoning designation if certain conditions are met. The bill would also exempt certain other parcels from these provisions. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1630 Caloza D</p> <p>Meet and confer: observation.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Existing law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Existing law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely and passively observe a session held for the purpose of a meet and confer on a memorandum of understanding. The bill would prohibit, absent an agreement of the parties, a member of a bargaining unit observing a session pursuant to these provisions from receiving released or reassigned time or compensation to observe a session.</p>	<p>Watch</p>
<p>AB 1654 DeMaio R</p> <p>Vehicles: commercial driver's licenses.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prohibits a person from operating a commercial motor vehicle unless that person has in their immediate possession a valid commercial driver's license of the appropriate class. Existing law requires a person to pass a knowledge test and driving test for the operation of a commercial motor vehicle that complies with minimum federal standards, as specified, before being issued a commercial driver's license. This bill would require the Department of Motor Vehicles, before issuing or renewing a commercial driver's license, to verify the applicant's lawful presence in the United States, as specified. The bill would require the department to revoke any commercial driver's license issued to a person subsequently determined to be unlawfully present in the United States, as specified.</p>	<p>Watch</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1837 González, Mark D</p> <p>Video imaging of parking violations.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations indefinitely and would expand the types of violations to include stopping or parking on the roadway side of a vehicle stopped, parked, or standing, as specified, or unlawfully stopping or parking in a bikeway. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require that a public transit operator that used video imaging to enforce parking violations who has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature until January 1, 2031, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1838 Berman D</p> <p>Public contracts: local agencies: responsive bidders.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency, as specified, to fully disclose any history of wage-and-hour violations and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.</p>	<p>Watch</p>
<p>AB 1859 Ortega D</p> <p>Public works.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access. The bill would require the court to award various civil penalties and costs, as specified. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1941 González, Mark D</p> <p>Organized metal theft.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1944 Lee D</p> <p>Zero-emission transit buses: axle weight.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 117 Committee on Budget and Fiscal Review</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill is in the Assembly Budget Committee.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. The bill would require a transit operator to use its respective share of specified funding under the State Transit Assistance Program as security for any loan made by the Metropolitan Transportation Commission and would authorize the Metropolitan Transportation Commission to redirect those funds as repayment for an outstanding loan if the specified transit entity fails to make timely loan payments. The bill would make these provisions inoperative upon full repayment of the loan by the Metropolitan Transportation Commission, as specified. To the extent the bill would impose new duties on the Metropolitan Transportation Commission, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 445 Wiener D</p> <p>High-speed rail: third-party agreements, permits, and approvals: regulations.</p>	<p>This is a two-year bill.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 555 Caballero D</p> <p>Workers' compensation: average annual earnings.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee's average annual earnings and average weekly earnings for purposes of determining those disability benefits. Existing law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between \$240 and \$435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between \$___ and \$___ for injuries occurring on or after January 1, 2027.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors.</p>	<p>Pending referral to policy committee.</p>	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to adopt rules and processes to implement these provisions, including a penalty of not less than \$25,000 for violating these provisions, as provided. The bill would not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	<p>Watch</p>

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State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 677 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term “high-frequency commuter rail” for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This is a two-year bill.</p>	<p>The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>Watch</p>
<p>SB 908 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law generally regulates the development of transit-oriented housing developments near transit-oriented development stops. Existing law defines various terms for these purposes. Existing law requires the Department of Housing and Community Development to oversee compliance with those provisions, authorizes a local government to enact an ordinance to make its zoning code consistent with those provisions, as specified, and requires each metropolitan planning organization to create a map of transit-oriented development stops and zones within its region by tier, as specified. This bill would state the intent of the Legislature to enact subsequent legislation that would make technical and clarifying changes to those laws governing transit-oriented development, and to add a select set of San Francisco Bay area ferry terminals to the scope of those provisions.</p>	<p>Watch</p>
<p>SB 929 Jones R</p> <p>State Energy Resources Conservation and Development Commission: chair: report to the Legislature.</p>	<p>This bill is in the Senate Energy, Utilities and Communications Committee.</p>	<p>Existing law establishes the State Energy Resources Conservation and Development Commission consisting of 5 members and establishes various duties and responsibilities of the commission relating to energy usage in the state. Existing law requires the Governor to designate a chair of the commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on activities of the commission, as specified.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 935 Choi R</p> <p>Local agency design-build projects: authorization.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 939 Laird D</p> <p>Public employees' retirement: death benefits.</p>	<p>This bill is in the Senate Labor, Public Employment and Retirement Committee.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERL vests management and control of PERS in the Board of Administration. Under that law, members may make certain elections, including elections to purchase service credit for various types of public service, upon payment of additional contributions. Existing law establishes procedures governing the treatment of unpaid balances under an election when a basic death benefit becomes payable before a member has completed making the total payment. Existing law establishes other procedures governing unpaid balances when a special death benefit is payable or a member retires for industrial disability. Existing law provides that any unpaid balance at a member's retirement for service or ordinary disability or at death, with respect to certain preretirement death benefits, may be subject to specified provisions governing service credit, when payment of the balance would not increase the allowance payable. This bill would specify that the above-described provision does not apply to industrial disability payments. The bill would make various other technical and nonsubstantive changes to the above provisions.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 994 Cabaldon D</p> <p>Local government: nondisclosure agreements.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local government officials serving on the same council, board, commission, district, or agency. The bill would require a local government official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local government official also apply to a local government official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local government officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local government official to share information with fellow local government officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. The bill would prohibit staff of a local government official acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with the local government official who they serve under. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of any staff of a local government official acting in their official capacity to share information with the local government official who they serve under and that is entered into after January 1, 2027, void and unenforceable. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 2/17/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1087 Cabaldon D</p> <p>Transportation planning: sustainable communities strategies: Road Maintenance and Rehabilitation Program: local planning grants.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt every 4 years, except as provided, regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. This bill would instead require, on and after January 1, 2027, every 2nd regional transportation plan prepared and adopted by those transportation planning agencies to include a sustainable communities strategy prepared by a metropolitan planning organization. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>



February 17, 2026

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel and Brendan Repicky
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – March 2026**

General Update

In Sacramento, the second year of the 2025-26 Legislative Session is in full swing. Following the release of the Governor’s proposed FY 2026-27 budget on January 9, the Department of Finance subsequently published a number of budget trailer bills (policy bills to implement the Governor’s budget). Over the coming months, the Assembly and Senate’s respective budget committees and subcommittees will meet frequently regarding the Governor’s proposed budget. In mid-May, the Governor will release his “May Revise,” an update to his January proposed budget. This will kick off final negotiations between the Governor, Senate, and Assembly to finalize the budget agreement. The budget must be passed by June 15, in advance of the new fiscal year, which begins on July 1.

Meanwhile, since the Legislature reconvened on January 5, approximately 600 new bills have been introduced. We expect around 1,000 additional bills to be introduced before the bill introduction deadline on February 20. Many of these bills will start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 16 and the Senate by March 25. Also, bills must be in print for 30 days before they may be heard in a policy committee.

The Legislature will break for Spring Recess from March 26 and return on April 6. When they reconvene, they will have until April 24 to finish policy committee hearings for bills in the first house.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

Governor’s Office, DOF, and MTC Announce Agreement on Bay Area Transit Loan

On January 30, the Office of Governor Newsom, the California Department of Finance (DOF) and the MTC announced that they reached an agreement on a \$590 million state loan to AC Transit, BART, Caltrain, and Muni.

The agreement authorizes the loan to be funded no later than July 1, 2026, using money awarded but not yet allocated for Bay Area projects by the California Transportation Commission through the Transit and Intercity Rail Capital Program (TIRCP).

Consistent with Senate Bill 105 enacted last fall, the loan agreement includes a clearly defined repayment structure, a guaranteed revenue source to secure the loan and an agreed-upon interest rate:

- 12-year repayment term, with interest-only payments during the first two years.
- Repayment secured by the "revenue-based" portion of State Transit Assistance that goes directly to the transit agencies.
- Variable interest rate tied to the state's Surplus Money Investment Fund, ensuring the state is fully repaid at the same rate it would have earned had the funds remained in state accounts.

The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13. The [language reflecting the agreement](#) was released by DOF on February 2 and was amended into [AB 117](#) and [SB 117](#), respectively, on February 13, and signed into law on February 19.

ARCHES: As we have previously reported, SamTrans' staff and state advocates continue their efforts to secure the appropriation of \$33 million to SamTrans for hydrogen buses and infrastructure, funding committed to the agency in 2024 as a component of ARCHES, California's Hydrogen Hub program. The state withdrew the appropriation of this funding in 2025 after the Trump Administration terminated \$1.2 billion in promised federal funding for ARCHES. On February 18, the State of California, joined by 12 other states, [filed a lawsuit](#) in Federal Court that alleges that the termination of this funding violates the constitutional separation of powers, as the funding was approved and appropriated by Congress.

SamTrans' staff, along with our team, have done significant outreach to the Governor's office encouraging the state to develop and advance a contingency plan to fund transit agencies, including SamTrans; engaged with the Governor's office as well as legislative leaders to request the state develop a plan to fund the ARCHES commitments.

Recognizing the state's precarious fiscal position, SamTrans is proceeding assuming a statewide solution is not viable. Instead, SamTrans, with our support, has sent its five legislative delegation members correspondence formally requesting that they pursue the \$33 million appropriation on the agency's behalf.

In the coming weeks, we will continue to work with SamTrans' legislative delegation members on a state funding request. In addition, we, along with SamTrans's staff, will engage the Governor's Office and the Senate and Assembly Budget Committees to champion the request and build support for its advancement. SamTrans will also be in Sacramento for additional meetings in April 2026, which will center on this budget request.

Caltrans Releases Director's Policy on Transit and Major Organizational Changes

On February 9, Caltrans announced the establishment of a new Deputy Director for Transit and Rail Programs, the restoration of the Division of Mass Transportation to create a dedicated team focused on transit issues, the release of the [Director's Policy on Transit](#) to support more coordinated and efficient transit and rail services along the State Highway System, and the creation of a new California Transit Advisory Committee (CALTAC).

The Director's Policy focuses on transit priority facilities such as dedicated bus lanes, signal priority, and other infrastructure to make road-based transit service faster and more reliable on the State Highway System. CALTAC will consist of 20 member agencies and organizations from a diverse group of transit

stakeholders, such as transit agencies, state universities, disadvantaged communities, and transit experts.

Caltrans Releases Draft Guidelines for LCTOP

On January 26, the California Department of Transportation (Caltrans) released the [FY 2025-26 Low Carbon Transit Operations Program Draft Guidelines](#) for public review.

The public comment period is now open and will run from January 26 to February 26. During this time, Caltrans encourages transit agencies to share feedback and suggestions on the draft guidelines. Further dates have not yet been finalized, but we expect funding requests to be due in late April or early May, with approvals in September. The total funding amount for FY 2025-26 has not yet been released, but the FY 2024-25 LCTOP distributed \$202 million.

TIRCP Cycle 8

As we have previously reported, the California State Transportation Agency (CalSTA) released the draft [guidelines](#) and schedule for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8. The TIRCP is a competitive grant program which, since its inception in 2015, has funded over \$11 billion worth of transformative capital projects across California. See the draft schedule below. CalSTA expects approximately \$900 million to be available for Cycle 8.

2026 TIRCP Cycle 8 Draft Schedule

- ~~Release Draft 2026 Cycle Guidelines~~ January 12, 2026
- ~~Guidelines Workshops (Virtual)~~ February 11, 2026
- ~~Closing Date for Comments on Draft Guidelines~~ February 18, 2026
- CalSTA Publishes Final Cycle 8 Guidelines February 20, 2026
- CalSTA Publishes Cycle 8 Call for Projects February 20, 2026
- Optional meetings with applicants March 2 – March 13, 2026
- Project Applications Due May 14, 2026
- CalSTA Anticipated Award Announcements September 18, 2026

The California Transit Association (the trade association to which SamTrans belongs) has submitted comments to CalSTA requesting changes to their draft guidelines to better support transit agencies, including asks to allow the funding of projects which have a secondary, but perhaps a vital, nexus to greenhouse gas reductions, to permit TIRCP funding for vehicle fleet replacements without additional ridership gains, and to allow flexibility to use TIRCP to fund priority projects currently stalled due to insufficient funding, among other requests.

Bills of Interest

AB 1198 (Haney) Prevailing Wage – WATCH

This bill impacts public works contracts by requiring that any change in prevailing wage rates be applied biannually to *all* public works contracts awarded, until the projects' completion, as determined by the Director of Industrial Relations. The bill also allows contractors, awarding bodies, or their representatives to file a verified petition within 20 days to review a rate determination. The Director must then investigate or hold a hearing and issue a final determination within 20 days, which is sent to the awarding body and interested parties. ***In the Senate, pending referral to policy committee.***

AB 1421 (Wilson) Vehicles: Road Usage Charge Technical Advisory Committee – WATCH

This bill would require the California Transportation Commission, in consultation with the California State Transportation Agency, to consolidate and prepare research and recommendations related to a

road user charge or a mileage-based fee system. This bill would require the commission to submit a report to the Legislature on the research and recommendations by no later than January 1, 2027. ***In the Senate, pending referral to policy committee.***

AB 1599 (Ahrens) California Transit Stop Registry – WATCH

This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by December 31, 2026. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. ***In the Assembly Transportation Committee.***

AB 1837 (Mark Gonzalez) Forward Facing Camera Reauthorization – WATCH

Sponsored by the California Transit Association, this bill would extend the existing authorization for transit agencies to install forward-facing automated parking cameras to combat the issue of cars parked in bus lanes and help ensure transit reliability. This authorization – originally enacted in 2022 – is set to expire on January 1, 2027. ***In the Assembly, pending referral to policy committee.***

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – WATCH

Also sponsored by the California Transit Association, this bill would amend the axle weight limits that apply to zero-emission buses purchased by California transit agencies by postponing the dates by which certain axle weight limits apply. This proposal would provide for a near-term increase in axle weight limits to help facilitate continued compliance with the California Air Resources Board’s Innovative Clean Transit (ICT) regulation. ***In the Assembly, pending referral to policy committee.***

**SamTrans
Federal Report
February 2026**

Congressional Update

FY26 Appropriations Update

- On February 3, the House passed a \$1.2 trillion spending package, 217-214, sending the bill to President Trump's desk. The bill funds the remaining departments under the Defense; Financial Services and General Government; Labor, Health and Human Services, Education; Department of State-National Security; and Transportation-Housing and Urban Development (HUD) appropriations bills.
- The Transportation-HUD bill includes the following community project funding/Congressionally directed spending project for SamTrans:
 - \$250,000 for the SamTrans Bus Stop Amenity Improvements Project (Rep. Kevin Mullin)
- On January 29, a deal emerged between Senate Democrats and the White House on government funding to move forward on the final 5-bill minibus and extend the continuing resolution (CR) for the Homeland Security bill. With 11 of 12 appropriations bills passed, Congress must negotiate the final funding and policy provisions for the Homeland Security bill, which expired on February 13.
- Though negotiations between the White House and Senate Democrats continue, the trajectory of talks suggest DHS funding will be lapsed until next week — meaning the soonest any resolution would be reached is in the political hothouse around Trump's State of the Union address on February 24. The lack of progress has even raised the prospect that Trump's speech to Congress might be postponed, and some Democrats are mulling a boycott
- Below are key budget highlights from the FY26 funding package for the Department of Transportation.



DOT Program	FY25 Enacted	FY26 House	FY26 Senate	FY26 Final
BUILD (previously known as RAISE) (In addition to IJJA Advanced Appropriations)	\$345 million	\$0	\$250 million	\$145 million
Federal Highway Administration (FHWA)	\$62.991 billion	\$64.366 billion	\$63.3 billion	\$64.3 billion
FHWA Highway Formula Funding (authorized by IJJA)	\$60.095 billion	\$62.657 billion	\$62.657 billion	\$62.657 billion
FHWA Highway Infrastructure Grants	\$340.5 million	\$1.369 billion	\$1.136 billion	\$2.395 billion
Federal Transit Administration (FTA)	\$16.603 billion	\$14.91 billion	\$16.89 billion	\$16.5 billion
Reconnecting Communities Pilot (RCP) Program (in addition to IJJA Advanced Appropriations)	\$0	\$0	\$62.2 million (capital construction grants)	\$30 million (capital construction grants)
FTA Transit Infrastructure Grants	\$45.568 million	\$97.266 million	\$140.857 million	\$211.4 million
FTA Capital Investment Grants Program (in addition to IJJA Advanced Appropriations)	\$2.205 billion	\$53.74 million	\$1.95 billion	\$1.7 billion
FTA Transit Infrastructure Formula Funding (authorized by IJJA)	\$14.279 billion	\$14.642 billion	\$14.642 billion	\$14.642 billion

Members Continue Work on Surface Transportation Reauthorization and BASICS Act Introduced

- Lawmakers on the House Transportation & Infrastructure Committee have fallen behind their ideal timeline for releasing and marking up the next surface transportation reauthorization bill. House Transportation & Infrastructure Committee Chair Sam Graves (R-MO) planned an aggressive timetable for the release of the bill, but it was delayed due to the government shutdown in October and November. While many expected the bill to be released early February, the Transportation & Infrastructure Committee is now expected to release the bill

sometime in March or later. On the Senate side, Senate Committees have only just begun conversations and will likely take longer to release their portions of the surface transportation bill.

- Organizations like the National League of Cities, U.S. Conference of Mayors, and National Association of Counties are pushing for the inclusion of the BASICS (Bridges And Safety Infrastructure for Community Success) Act ([H.R. 7437](#)). Introduced by Reps. Kristen McDonald Rivet (D-MI) and Rep. Rob Bresnahan (R-PA), the legislation aims to streamline federal funding for local and rural transportation projects. The legislation would empower local planners by increasing resources for regional planning organizations and ensuring smaller communities can access the federal dollars needed to repair aging bridges and high-risk roads.

Rep. Kevin Mullin Introduces H.R. 7440

- Rep. Kevin Mullin (D-CA) introduced [H.R. 7440](#), a bill to convey all right, title, and interest of the Federal Government in and to the Colma Park and Ride Lot to the San Mateo County Transit District. If enacted the bill would allow SamTrans the opportunity to plan and begin development on the Colma Lot.
- Upon its introduction, the bill was referred to the House Committee on Transportation and Infrastructure. As the committee continues its work on the upcoming surface transportation reauthorization, members, including Rep. Mullin, will seek to include their priorities, such as H.R. 7440.

Senate Committee on Commerce, Science, and Transportation Holds Hearing on Self-Driving Vehicles

- On February 4, the Senate Commerce, Science & Transportation Committee held a full committee [hearing](#) titled “Hit the Road, Mac: The Future of Self-Driving Cars.” The hearing comes as the federal government looks to establish a national safety standard and foster the growth of autonomous vehicles (AVs). The current patchwork of state laws and regulations governing AVs has slowed their adoption and created an inconsistent—and often conflicting—landscape that makes it difficult for companies to scale and operate across state lines, ultimately stifling innovation and undermining U.S. leadership.
- Chairman Ted Cruz intended for the hearing to examine how outdated regulations are holding back lifesaving technology—and what Congress can do to fix it. Members of both parties grilled industry representatives over safety and agreed that Congress needs to take a stronger role in regulating AV technology. Industry representatives, which included executives from Tesla, Waymo, and the

Autonomous Vehicle Industry Association (AVIA), defended AVs, pointing to new domestic job growth and the technology's ability to transport Americans.

House Energy and Commerce Committee Holds Markup of AV Legislation

- The House Energy and Commerce Committee held a legislative [markup](#) to consider the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act of 2026 ([H.R. 7390](#)), introduced by Rep. Bob Latta (R-OH). The SELF DRIVE Act creates new requirements for AV manufacturers to report crash data to the National Highway Traffic Safety Administration (NHTSA), including explanations of vehicles' brake, steer, and computing capabilities and explanations of an AV's safety limitations.
- The bill also creates a new, NHTSA-administered crash data reporting system for state DMVs to be able to access crash data for AVs. The SELF DRIVE Act has received support from the AVIA, with AVIA CEO Jeff Farrah stating that the bill adds what is needed in the AV industry: "clear rules, strong safety standards, and the regulatory certainty needed to scale deployment nationwide."
- The bill advanced to the full committee on a party-line subcommittee vote of 12-11. Members, including Latta, could try to insert the bill in the next surface transportation reauthorization. However, a lack of bipartisan consensus on the issue of AV regulation could hamper Rep. Latta's attempts to include the bill.

Administration Update

Marc Molinaro to Depart Trump Administration

- Federal Transit Administration (FTA) Administrator Marc Molinaro announced his last day as Administrator will be February 20. Molinaro's tenure as Administrator lasted only six months after he was confirmed by the Senate in August 2025.
- Molinaro's departure is primarily driven by a desire to return to his home state of New York to be with his family and return to statewide politics. Before serving as Administrator, Molinaro represented New York's 19th congressional district.
- Reporting on Molinaro's departure suggests his motivations are primarily due to personal reasons rather than policy disagreements with Transportation Secretary Duffy or President Trump. Molinaro will join Matt Welbes, executive director of FTA, who also announced his departure from the federal government. Jamie Pfister, the current Associate Administrator for Regional Services, is expected to replace Welbes. DOT has not announced a successor for Molinaro as of February 17.

BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR
BROOKS ESSER, VICE CHAIR
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JEFF GEE
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JOSH POWELL
PETER RATTO
JACKIE SPEIER

APRIL CHAN
GENERAL MANAGER/CEO



NOTICE OF CANCELLATION

San Mateo County Transit District

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

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

Strategic Planning, Development, and Sustainability
Committee Meeting / Committee of the Whole
for Wednesday, March 4, 2026
is cancelled as there are no business items this month.

The next scheduled meeting is **Wednesday, April 1, 2026.**

Note:

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