



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

Board of Directors Meeting

April 1, 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, April 1, 2026

2:00 pm

-
1. Call to Order / Pledge of Allegiance
 2. Roll Call
 3. Consent Calendar
 - 3.a. Approval of Minutes of the Board of Directors Meeting of March 4, 2026 Motion
 - 3.b. Awarding a Contract to Medical Transportation Management, Inc. to Provide Paratransit Eligibility Assessment Services for a Five-Year Base Term for a Not-To-Exceed Amount of \$3,726,384, and up to Four Additional One-Year Option Terms for a Not-To-Exceed Amount of \$3,468,472, for a Total Not-to-Exceed Amount of \$7,194,856 Resolution
 - 3.c. Awarding a Contract to VSI Risk Management and Ergonomics, Inc. to Provide Ergonomic Assessment Services for a Not-To-Exceed Amount of \$266,000 for a Five-Year Term, and an Additional \$35,000 for Optional Services, for a Total Not-To-Exceed Contract Amount of \$301,000 Resolution
 - 3.d. Authorizing Remote Meetings for the Paratransit Advisory Council under Senate Bill 707 Resolution
 - 3.e. Authorizing the Filing of an Application with the Metropolitan Transportation Commission for State Transit Assistance for Fiscal Year 2026 Resolution
 - 3.f. Authorizing Execution of an Intergovernmental Agreement to Develop and Reimburse Costs for a Project Initiation Document for the Grand Boulevard Initiative Resolution
 - 3.g. Amending the SamTrans Title VI Policies Resolution
 4. 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.
 5. Report of the Chair

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

6. Report of the General Manager/CEO
 - 6.a. Report of the General Manager/CEO | March 25, 2026 Informational
 - 6.b. Monthly New Headquarters Construction Status Update Informational
 - 6.c. Authorizing Execution of an Agreement for Shared Responsibility of the Peninsula Corridor Joint Powers Board's California Public Employees Retirement System Pension Liability Resolution
 - 6.d. Presentation of Safety Awards Informational
7. Recess to Committee Meetings
8. Community Relations Committee / Committee of the Whole
P. Ratto (Chair), R. Medina, J. Gee
 - 8.a. Call to Order
 - 8.b. Approval of Minutes of the Community Relations Committee Meeting of March 4, 2026 Motion
 - 8.c. Accessible Services Update Informational
 - 8.d. Citizens Advisory Committee Update Informational
 - 8.e. Paratransit Advisory Council Update Informational
 - 8.f. Monthly State of Service Report - January 2026 and February 2026 Informational
 - 8.g. Adjourn
9. Finance Committee / Committee of the Whole
R. Medina (Chair), J. Powell, J. Speier
 - 9.a. Call to Order
 - 9.b. Approval of Minutes of the Finance Committee Meeting of March 4, 2026 Motion
 - 9.c. Amending to Increase Fiscal Year 2026 and Fiscal Year 2027 Capital Budgets by \$13,677,872 and \$33,228,603, to \$32,244,956 and \$38,932,754, Respectively Motion
 - 9.d. Adjourn

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

10. Legislative Committee / Committee of the Whole

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

10.a. Call to Order

10.b. Approval of Minutes of the Legislative Committee Meeting of March 4, 2026 Motion

10.c. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill (AB) 1837 (Gonzalez) and AB 1944 (Lee) Motion

10.d. Adjourn

11. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole

J. Powell (Chair), D. Canepa, B. Esser

11.a. Call to Order

11.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of February 4, 2026 Motion

11.c. Reimagine SamTrans Evaluation, Proposed Summer Service Changes, and Long-Term Route ECR Detour Informational

11.d. Adjourn

12. Reconvene Board of Directors Meeting

13. Matters for Board Consideration: Finance Committee

13.a. Amending to Increase Fiscal Year 2026 and Fiscal Year 2027 Capital Budgets by \$13,677,872 and \$33,228,603, to \$32,244,956 and \$38,932,754, Respectively Resolution

14. Matters for Board Consideration: Legislative Committee

14.a. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill (AB) 1837 (Gonzalez) and AB 1944 (Lee) Motion

15. Communications to the Board of Directors

16. Board Members Requests

17. Date / Time of Next Regular Meeting: Wednesday, May 6, 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>.

Public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Online commenters will be automatically notified when they are unmuted to speak. Public comments on individual agenda items are limited to one per person PER AGENDA ITEM. Each public comment is limited to two minutes or less. The Board Chair shall 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.

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 March 4, 2026

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

Staff Present: J. Baugh, O. Brown, J. Cassman, A. Chan, H. Chan, T. Dubost, J. Epstein, K. Jordan Steiner, L. Ko, J. Mello, D. Olmeda, A. Rivas, D. Santoro, M. Tseng, 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

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

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**

Joan Cassman, General Counsel, stated no reportable action was taken.

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

4.b. Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 2

4.c. Accept Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter 2

4.d. Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 2

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 – *Approved by Resolution No. 2026-13*

4.f. Adopting the Reimbursement Resolution for the Millbrae Headquarters and North Base Building 200 Project – *Approved by Resolution No. 2026-14*

Motion/Second: Medina/Esser

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

Noes: None

Absent: None

5. Public Comment for Items Not on the Agenda

Aleta Dupree, Team Folds, commented on Clipper 2.0 experience and zero-emissions buses (ZEB).

6. Report of the Chair

6.a. Proclamation Declaring March as International Women's History Month

Tasha Bartholomew, Director, Communications, provided the staff presentation which included the following:

- Recognition of women's contributions during March
- The San Mateo County Transit District (District) created a Women in Transportation Employee Resource Group in March 2024
- SamTrans commemorates International Women's History Month through social media highlights showcasing female employees and a Women's Day celebration on March 31

Motion/Second: Gee/Speier

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

Noes: None

Absent: None

6.b. Resolution of Appreciation for Jeff Gee – *Approved by Resolution No. 2026-15*

Chair Chuang presented the resolution to Director Gee commemorating his term as the 2025 San Mateo County Transit District Board Chair.

Motion/Second: Speier/Medina

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

Noes: None

Absent: None

7. Report of the General Manager/CEO

7.a. Report of the General Manager/CEO | February 25, 2026

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

- Onboard rider survey to be conducted during March on select routes for fare elasticity model
- Operator bathrooms as an important amenity. Completed study in 2023 for operator bathrooms and highlighted 20 areas needing better amenities. Secured number of licenses with location owners over past two years. Need to construct semi-permanent or permanent bathrooms at other select locations by 2027
- 1 million out of 15 million Bay Area users had migrated to Clipper 2.0; bulk migration for the balance of the Clipper users will be done after issues are resolved by the Clipper contractor Cubic Corporation (Cubic)
- SamTrans Clipper 2.0 updates: our customer service booth is now able to issue Clipper 2.0 cards as well as discount youth cards

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

- SamTrans Clipper 2.0 revenue loss quantification and fare cap-related passenger overages; January ridership report withheld due to insufficient ridership data transparency
- Rider estimation can also be achieved through historical data and farebox collection; audit after issue resolution
- Automatic passenger counter (APC) comparison to Clipper data
- Cubic data provision for auditing and ensuring proper distribution of funds earned by the respective operators by Metropolitan Transportation Commission (MTC)

7.b. Monthly New Headquarters Construction Status Update and Headquarters Leasing Update

Kris McGee, Managing Principal at Urban Hive Development, and Joshua Mello, Chief Planning Officer, provided the presentation that included infrastructure installation and move preparation; employee wellness and transportation amenities; future Board approvals for leases, and purchases; commuter benefit updates; and off-site agency vehicle parking.

Staff provided further clarification in response to the following Board comments and questions regarding Commute.org engagement, in-house transportation agency partnerships, and Caltrain lease agreement terms.

7.c. Presentation of Awards for Bus Operator and Maintenance Employee of the Year 2025

Ms. Chan provided the presentation that recognized North Base Operator, Steven Castagnola, and North Base Maintenance Employee, Arvin Barrozo, as employees of the year.

The Board commended their SamTrans contributions with the zero-emission buses (ZEB).

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

Ms. Cassman provided the report that included the following:

- Fiscal responsibility agreement with the City and County of San Francisco (CCSF) and Santa Clara County Valley Transportation Authority (VTA) for financial liabilities that arise if Caltrain dissolves or California Public Employees' Retirement System (CalPERS) terminates successor agency contract
- 2022 Governance Memorandum of Understanding (MOU), changing reporting relationships and creating a separate Caltrain Executive Director (ED)

- Over \$4 billion in Caltrain assets to cover liabilities should there be a Caltrain dissolution
- Same type of agreement must also be approved by CCSF and VTA to continue with CalPERS

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

- Actuary appraisal of \$15 million to increase over time
- Equal shared liabilities amongst member agencies to be included in the fiscal responsibility agreement
- Other ways to distribute liabilities: track mileage distribution; three different options for backstop liabilities covered by the four agencies

Motion to continue item to April 1, 2026, Board of Directors regular meeting/Second: Powell/Esser

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

Noes: None

Absent: None

7.e. Caltrain and The San Mateo County Transit District: Managing Agency History

Jim Wagstaffe, Special Counsel, and Jim Hartnet, Special Counsel, provided the presentation that included the following:

- Managing agency history
- SamTrans contributions to rail and financial support through Southern Pacific Right-of-Way, Sequoia Station, San Mateo County Transportation Authority (TA) purchase and preservation of rail properties, favorable rent, plus South County Caltrain service to Gilroy and negligible rent for current headquarters (HQ)
- Three options considered by the Caltrain Board in 2021 and 2022: refined shared services model and Executive Director (ED) relationship, new shared services model and ED relationship, or separate entity
- One-time costs and increasing cost comparison for independent agency and shared service model; \$1.67 million spent on Caltrain JPB Governance study
- Average annual deficit growth from \$75 million to over \$185 million if independent agency
- Managing agency designation to SamTrans, resulting from CCSF and VTA's owing \$82 million from SamTrans' advance to the railroad in 1991; obligations outlined in the JPA and Real Property Ownership Agreement (RPOA)
- CCSF and VTA owed \$53.3 million in 2008; 2022 negotiations resulting in JPB governance changes to ED role and staff designation, with District remaining as managing agency
- Governance MOU protections for fully and partially shared services

- JPA and 2008 RPOA cannot be amended unless unanimously approved by all three agencies
- Caltrain internal efficiency audit request on shared services, which makes up less than 10 percent of Caltrain budget

Staff provided further clarification in response to the following Board comments and questions regarding efficiency review request, two-phase Senate Bill (SB) 63 cost review of agencies facing fiscal cliffs including Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Municipal Transportation Agency (SFMTA), Bay Area Rapid Transit District (BART) and Alameda-Contra Costa Transit District (AC Transit), annual savings with the MOU agreements and shared service efficiencies.

Motion/Second: Speier/Canepa

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

Noes: None

Absent: None

Public Comment

Aleta Dupree, Team Folds, commented on managing agency model, governance, and functioning transit service for public.

Adina Levin, Seamless Bay Area, commented on Clipper 2.0 issues and Cubic accountability, coordination with transit agencies, Peninsula Corridor Joint Powers Board of Directors recent votes, and Senate Bill 63 accountability.

Director Powell left the meeting at 4:13 pm.

8. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 4:15 pm.

Director Powell rejoined the meeting at 4:16 p.m.

Director Medina left the meeting at 4:49 pm.

12. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole

Chair Chuang stated the Committee was cancelled as there are no business items.

13. Reconvene Board of Directors Meeting

Chair Chuang reconvened the Board meeting at 5:24 pm.

14. Matters for Board Consideration: Finance Committee

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

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 – Approved by Resolution No. 2026-16

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 – Approved by Resolution No. 2026-17

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 – Approved by Resolution No. 2026-18

For Item 14.c., the Finance Committee passed a motion with a five-year contract term.

Motion/Second: Gee/Esser

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

Noes: None

Absent: Medina

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

16. Board Member Requests – There were none.

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

18. Report of the General Counsel

Ms. Cassman stated there was no report.

19. Adjourn – The meeting adjourned at 5:25 pm.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

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

Subject: **Awarding a Contract to Medical Transportation Management, Inc. to Provide Paratransit Eligibility Assessment Services for a Five-Year Base Term for a Not-To-Exceed Amount of \$3,726,384, and up to Four Additional One-Year Option Terms for a Not-To-Exceed Amount of \$3,468,472, for a Total Not-to-Exceed Amount of \$7,194,856**

Action

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

1. Award a contract to Medical Transportation Management, Inc. of St. Louis, Missouri (MTM) to provide Paratransit Eligibility Assessment Services (Services) for a five-year base term for a not-to-exceed amount of \$3,726,384, and up to four additional one-year option terms for a not-to-exceed amount of \$3,468,472, for a total not-to-exceed amount of \$7,194,856.
2. Authorize the General Manager/CEO or designee to execute a contract with MTM 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.
3. Authorize the General Manager/CEO or designee to exercise up to four additional one-year option terms, if in the best interest of the District.

Significance

Approval of the above actions will ensure that an experienced firm continues to manage paratransit eligibility assessment and certifications for San Mateo County residents who require paratransit service, pursuant to the Americans with Disabilities Act of 1990 (ADA).

Budget Impact

Funding for this contract is included in the adopted Fiscal Year 2026 and 2027 Operating Budgets and will be included in future operating budgets. The contract will be funded by a

variety of sources, which may include state, regional, and/or local revenues from approved and future operating budgets.

Background

The ADA requires that any public transportation agency operating a fixed-route service provide accessible transportation for people with disabilities. In addition, the public transportation agency must offer paratransit services for those whose disabilities make them unable to use fixed-route services independently. The District offers this service through the Redi-Wheels and RediCoast programs, which began certifying customers for paratransit eligibility in 1992, Currently the District has more than 5,200 certified ADA paratransit customers. Based on historical data, staff estimates that in the first year of the contract, approximately 3,100 customers will apply for paratransit services for the first time or for recertification, and an additional 110 existing customers will have their eligibility renewed by mail. The District’s current contract for the Services, also with MTM, is set to expire on May 13, 2026.

On October 31, 2025, staff issued Request for Proposals (RFP) 26-S-S-029 to provide the Services. The RFP was posted on the District’s e-procurement portal. Ten firms registered as prospective bidders. Two firms attended the pre-proposal conference, which was held on November 7, 2025. The District received three proposals by the due date of December 15, 2025:

1. MTM
2. Institute of Health and Human Performance, Inc. of Chicago, Illinois, DBA BLOKINETX
3. MV Transportation, Inc. of Dallas, Texas

Staff and legal counsel determined that one of the proposers was ineligible to participate in this competitive process due to a potential organizational conflict of interest.

A Selection Committee (Committee), composed of qualified staff from the Bus Transportation, Accessible Transit Services, and Bus Contracts departments evaluated, scored, and ranked the remaining two proposals in accordance with the following weighted criteria:

Evaluation Criteria	Max Points
Approach to Providing Services: Team Organization and Management Plan	30
Company Qualifications, Experience and References	25
Qualifications and Experience of Key Personnel	25
Cost Proposal	20
SBE (Small Business Enterprise) Preference	5
Total Possible Points	105

Staff found the two remaining proposals responsive, and both firms, which committed in their proposals to utilizing SBEs, received five points for the SBE Preference.

The Committee reviewed and scored the proposals, and determined that MTM was the highest-ranked firm. The Committee also determined that MTM possesses the requisite depth of experience and qualifications required to successfully perform the Services as defined in the solicitation documents. Staff and legal counsel determined that MTM's proposal complies with the requirements of the solicitation documents. MTM offers experienced staff located within the Bay Area region and is an experienced provider of the Services. Additionally, MTM can perform the Services with no initiation costs.

Staff conducted a price analysis and determined the negotiated prices are fair and reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services

Prepared By:	Wessam Zanaty	Procurement Administrator II	650-508-7908
	Tina Dubost	Manager, Accessible Transit Services	650-508-6247

Resolution No. 2026-

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

* * *

Awarding a Contract to Medical Transportation Management, Inc. to Provide Paratransit Eligibility Assessment Services for a Five-Year Base Term for a Not-To-Exceed Amount of \$3,726,384, and up to Four Additional One-Year Option Terms for a Not-To-Exceed Amount of \$3,468,472, for a Total Not-to-Exceed Amount of \$7,194,856

Whereas, the Americans with Disabilities Act of 1990 (ADA) requires San Mateo County Transit District (District) to provide paratransit services for people with disabilities whose disabilities make them unable to use fixed-route services independently; and

Whereas, the District offers these services through the Redi-Wheels and RediCoast programs, which began certifying customers for paratransit eligibility in 1992; and

Whereas, the District's current contract for paratransit eligibility assessment services is set to expire on May 13, 2026; and

Whereas, on October 31, 2025, the District issued Request for Proposals (RFP) 26-S-S-029 to provide Paratransit Eligibility Assessment Service (Services), to be conducted through in-person interviews and functional testing, as-needed, or through paper applications and renewal by mail; and

Whereas, in response to the RFP, the District received three proposals; and

Whereas, staff and legal counsel determined that one of the proposers was ineligible to participate in this competitive process due to a potential organizational conflict of interest; and

Whereas, a Selection Committee (Committee), composed of qualified District staff, reviewed, evaluated, scored, and ranked the two remaining proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined that Medical Transportation Management, Inc. of St. Louis, Missouri (MTM) was the highest ranked firm; and

Whereas, staff and legal counsel reviewed MTM's proposal and determined that it complies with the requirements of the RFP; and

Whereas, the Committee determined that MTM possesses the requisite experience and qualifications to successfully perform the Services; and

Whereas, staff conducted a price analysis and determined that MTM's negotiated prices are fair, reasonable, and consistent with those charged for similar services in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to MTM to provide the Services for a five-year base term for a not-to-exceed amount of \$3,726,384, with up to four additional one-year option terms for a not-to-exceed amount of \$3,468,472, for a total not-to-exceed amount of \$7,194,856.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract for paratransit eligibility assessment services to Medical Transportation Management, Inc. for a not-to-exceed amount of \$3,726,384 for a five-year base term, with up to four additional one-year option terms for a not-to-exceed amount of \$3,468,472, for a total not-to-exceed amount of \$7,194,856; 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 MTM in full conformity with the terms and conditions of the RFP and negotiated agreement, 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 four additional one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 1st day of April, 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

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer
Nathanial Kramer, Chief People Officer

Subject: **Awarding a Contract to VSI Risk Management and Ergonomics, Inc. to Provide Ergonomic Assessment Services for a Not-To-Exceed Amount of \$266,000 for a Five-Year Term, and an Additional \$35,000 for Optional Services, for a Total Not-To-Exceed Contract Amount of \$301,000**

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 contract to VSI Risk Management and Ergonomics, Inc. of Shingle Springs, California (VSI) to provide ergonomic assessment services (Services) for a not-to-exceed amount of \$266,000 for a five-year term, and an additional \$35,000 for optional ergonomic training and in-depth ergonomic consulting services (Optional Services), for a total not-to-exceed contract amount of \$301,000.
2. Authorize the General Manager/CEO or designee to execute a contract with VSI 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

Award of this proposed contract will provide the District with a qualified and experienced contractor to provide the following Services for staff:

- Provide recommendations to correct or minimize repetitive strain injuries
- Provide recommendations for workstation redesign or adjustable features
- Make minor workstation adjustments to correct repetitive strain injuries
- Provide customized group training that includes stretches and changing work habits to limit the exposure to repetitive strain injuries, when Optional Services are requested

Approval of the proposed contract will support the District's effort to reduce repetitive strain injuries among staff working at both operating facilities and administrative offices.

Under the proposed contract, staff would submit written requests for ergonomic assessments to their supervisor for approval. Once they receive approval, staff will reach out to the Employee Relations Department to schedule an assessment with the contractor. Assessments are paid for out of the Employee Relations budget, but any recommended equipment must be purchased out of the requested individual department's budget.

Staff anticipates there may be a high demand for the Services once the District moves into the new Millbrae headquarters.

Budget Impact

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

The estimated annual cost for the Services and Optional Services ranges from \$50,000 to \$60,000 per year. Costs components include ergonomic evaluations at about \$250 per session, on-site in-depth ergonomic consulting services at \$150 per hour, and Ergonomic Awareness courses for \$500 per class for up to 30 participants.

Background

On December 8, 2025, the District issued a Request for Proposals (RFP) 26-S-S-045 to provide the Services. It was posted on the District's e-procurement portal. A pre-proposal meeting was held on December 18, 2025, and 14 potential proposers indicated they would submit a proposal. Proposals were due on January 28, 2026, and the District received seven proposals from the following vendors:

- EK Health Services, Inc.
- Ergonomicworks
- Health 360
- Humanscale Corporation
- Safety Center, Incorporated
- VSI
- Zurich Resilience Solutions

Staff reviewed these submittals and determined all seven proposals were responsive to the requirements of the RFP. A Selection Committee (Committee), composed of qualified staff from the Employee and Labor Relations Department, evaluated, scored, and ranked these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Max Points
Company Qualifications, Experience and References	30
Qualifications and Experience of Key Personnel	25
Project Understanding and Management Plan	25
Reasonableness of Cost	20
SBE (Small Business Enterprise) Preference	5
Total	105

The Committee determined that VSI is the highest-ranked firm and possesses the requisite depth of experience and qualifications required to successfully perform the Services as defined in the solicitation documents. Staff conducted a price analysis and determined the negotiated prices are fair and reasonable, and consistent with those charged for similar work in the Bay Area. VSI is the District's current contractor and has performed well.

Prepared By:	Gwendolyn Todd	Human Resources Specialist	650-508-6216
	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 VSI Risk Management and Ergonomics, Inc. to
Provide Ergonomic Assessment Services for a Not-To-Exceed Amount of
\$266,000 for a Five-Year Term, and an Additional \$35,000 for Optional Services,
for a Total Not-To-Exceed Contract Amount of \$301,000**

Whereas, on December 8, 2025, the San Mateo County Transit District (District) issued a Request for Proposals (RFP) 26-S-S-045 for Ergonomic Assessment Services (Services) to support the District's effort to reduce repetitive strain injuries; and

Whereas, in response to the RFP, the District received seven proposals by the due date of January 28, 2026; and

Whereas, a Selection Committee (Committee), composed of qualified District staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the evaluation criteria set forth in RFP; and

Whereas, the Committee determined that VSI Risk Management and Ergonomics, Inc. of Shingle Springs, California (VSI) 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 and legal counsel reviewed VSI's proposal and determined that it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that VSI's negotiated prices are fair, reasonable, and consistent with those charged for similar services in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to VSI to provide the Services for a not-to-exceed amount of \$266,000 for a five-year term, and an additional \$35,000 for optional ergonomic training and in-depth ergonomic consulting services (Optional Services), for a total not-to-exceed contract amount of \$301,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to VSI Risk Management and Ergonomic Services, Inc. to provide the ergonomic assessment services for a not-to-exceed amount of \$266,000 for a five-year term, and an additional \$35,000 for the Optional Services described above, for a total not-to-exceed contract amount of \$301,000; 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 VSI 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 1st day of April, 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

Through: April Chan, General Manager/CEO

From: Joan Cassman, Legal Counsel
Margaret Tseng, District Secretary

Subject: **Authorizing Remote Meetings for the Paratransit Advisory Council under Senate Bill 707**

Action

Staff proposes that the Board of Directors (Board) of the San Mateo County Transit District (District) adopt a resolution authorizing the Paratransit Advisory Council (PAC) to meet remotely under new procedures created by Senate Bill (SB) 707 for up to six months, with the understanding that similar resolutions would be required at least every six months hereafter to facilitate continuation of remote meetings.

Significance

On October 3, 2025, Governor Newsom signed SB 707 into law, which among other changes, amended the Brown Act to allow certain advisory committees defined as “eligible subsidiary bodies” to hold their public meetings, and allow members to participate, remotely. Based on definitions set forth in SB 707, Legal Counsel advises that the PAC qualifies as an "eligible subsidiary body." As required by SB 707, before the PAC could begin meeting remotely, the Board would need to adopt a resolution making findings that (1) the Board has considered the circumstances of the PAC; (2) the public has been made aware of the type of remote participation being contemplated and has been provided with an opportunity to comment at this in-person meeting of the Board; and (3) fully remote, teleconference meetings of the PAC will improve the attraction, retention, and diversity of PAC members. The findings expressed in the attached resolution, which would need to be adopted again every six months, reflect that:

1. Staff has reviewed the operational needs of the PAC, which consist of volunteers who represent a broad geographic area. Requiring (a) in-person attendance, (b) limiting the frequency and reasons for remote participation, or (c) public disclosure of and access to private residences as required under the Brown Act’s traditional teleconference rules, are likely to (i) be a continuing barrier to service and (ii) hinder the committee's ability to attract a quorum for every scheduled meeting.
2. Through the publication of this report and this public meeting, (a) the public has been notified that remote participation for this body will be provided through two-way

audio-video Zoom teleconferencing, and (b) the public is being provided the opportunity to comment on the use of remote meeting technology.

3. Allowing remote participation will directly enhance the District's ability to recruit and retain a diverse membership for the PAC. Use of remote meetings would remove barriers for individuals with disabilities, those with caregiving responsibilities, and those with jobs and other schedule limitations or lack of predictability, and those without reliable evening transportation. Staff also expects that allowing fully remote participation will support and encourage involvement of residents from the coastside of San Mateo County.

If the Board adopts these findings, the PAC may then vote to authorize remote meetings. Thereafter, PAC members may participate from remote locations for any or no stated reason, and without posting their addresses or opening their locations to the public. They would, however, need to appear on camera during the entire open portion of each meeting and only shut off their cameras if they are having connectivity problems (or if needed as a reasonable accommodation for a disability). The District still would be required to provide a staffed, publicly accessible physical location for each meeting.

Budget Impact

There is no budget impact associated with the proposed action.

Background

The Brown Act, codified at California Government Code section 54950, et seq. requires meetings of local legislative bodies to be open and accessible to the public. Rules cover everything from the contents, publication and posting of meeting notices and agendas; to the timing and structure of public comment; to the use of teleconferencing by local legislators. The law has been modified via a string of executive orders and bills (including but not limited to Assembly Bill (AB) 361, AB 2449 and SB 707) over the past six years, initially to address pandemic-related needs for remote meetings. The most recent of these amendments focus on technological advancements in teleconferencing and the public's changing expectations regarding the need for in-person meeting attendance. The District authorized the SamTrans Citizens Advisory Committee to meet remotely under SB 707 on January 7, 2026, pursuant to Resolution No. 2026-04.

Prepared By:	Shayna van Hoften, Legal Counsel	415-995-5880
	Loana Lumina-Hsu, Deputy District Secretary	650-508-6466

Resolution No. 2026-

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

* * *

Authorizing Remote Meetings for the Paratransit Advisory Council under Senate Bill 707

Whereas, in 1978, pursuant to Resolution No. 039373, the Board of Directors (Board) authorized and requested that the San Mateo County Transit District (District) create, maintain and staff a paratransit coordinating council for San Mateo County, consistent with Metropolitan Transportation Commission Resolution No. 458, “to be responsible for the development and implementation of transportation programs designed to solve the transit problems of minorities, elderly, young, handicapped, economically disadvantaged and other nondrivers, in coordination and cooperation with appropriate private and nonprofit agencies, and paratransit operators, within the established boundaries of the transit district” (San Mateo County Paratransit Coordinating Council or PCC) and

Whereas, in 2024, the PCC changed its name to the “Paratransit Advisory Council” or “PAC”; and

Whereas, effective January 1, 2026, Senate Bill 707 (SB 707) amended the Ralph M. Brown Act (California Government Code 54950 et seq.) to permit certain advisory committees, designated as “eligible subsidiary bodies,” to hold remote meetings once (1) a board of directors has considered the circumstances of the committee; (2) the board of directors finds that teleconference meetings of the eligible subsidiary body(ies) will improve the attraction, retention, and diversity of committee members; (3) the public has been made aware of the type(s) of remote participation available and has been provided with an opportunity to

comment at an in-person meeting of the board of directors concerning the transition to remote meetings; and (4) the eligible subsidiary body(ies) take subsequent action to approve their use of remote meetings; and

Whereas, “eligible subsidiary bodies” are defined as committees that serve exclusively in an advisory capacity and are not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds, nor have subject matter jurisdiction, as defined by charter, ordinance, resolution, or any formal action of the legislative body that created the subsidiary body, over elections, budgets, police oversight, privacy, removal or restriction of materials in public libraries, or taxes or related spending proposals; and

Whereas, the PAC meets this definition of “eligible subsidiary body;” and

Whereas, the Board has considered the circumstances of the PAC and finds that allowing the PAC to hold remote meetings via Zoom teleconferencing (with options for online and telephonic participation) under SB 707 would promote the attraction, retention, and diversity of PAC members; and

Whereas, the public has been made aware of the types of remote participation being contemplated and has been provided with an opportunity to comment at an in-person meeting of the Board regarding the use of remote meetings; and

Whereas, the Board desires to authorize the PAC to hold remote meetings, with the understanding that at least one staffed physical location will be made available to committee members and the members of the public who wish to attend in person, though there will be no

need for a quorum of the committee to attend in person or for members to publish their respective remote locations, or open such locations to the public; and

Whereas, the Board further recognizes that any recommendations made by the PAC during a remote meeting must be presented to the Board through an oral report at one meeting before the Board may take action on such recommendation at a subsequent meeting; and

Whereas, the Board understands that SB 707 limits the authority granted hereunder to be in effect for up to six months.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes the San Mateo County Paratransit Advisory Council to meet remotely as an eligible subsidiary body under Senate Bill 707.

Be it Further Resolved that this resolution will be in effect for up to six months, and the Board directs staff to agendize reconsideration of the authority granted hereunder no later than the Board's October 2026 meeting.

Regularly passed and adopted this 1st day of April, 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

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Authorizing the Filing of an Application with the Metropolitan Transportation Commission for State Transit Assistance for Fiscal Year 2026**

Action

Staff recommends the Board of Directors (Board) authorize filing a claim to receive State Transit Assistance (STA) funds for Fiscal Year 2026 (FY26). The total amount to be claimed and received by the San Mateo County Transit District (District) is \$1,250,000 with bus stop improvement projects in Daly City and southeast San Mateo County each receiving \$625,000. This claim is in addition to the claim approved through Resolution No. 2025-46 in the amount of \$66,676,383.

Significance

The District must submit an application to the Metropolitan Transportation Commission (MTC) to receive the allocations outlined above.

Budget Impact

The District's FY25 Capital Budget included STA Lifeline funding in the amount of \$1,250,000.

Background

There are two capital projects being funded with this STA Lifeline capital funding from Cycle 7 of the City/County Association of Governments of San Mateo County (C/CAG) Lifeline Transportation Program:

Bus Stop Improvements for Daly City

This project funds bus stop improvements based on recommendations from the Daly City Community-Based Transportation Plan (CBTP) and the SamTrans Bus Stop Improvement Plan (BSIP). The CBTP recommends including bus shelters improving the quality of transit access to neighborhood supermarkets. Additional improvements include system maps, route schedules, and real-time information.

Bus Stop Improvements in Southeast San Mateo County

This project will fund bus stop improvements based on recommendations from the Southeast San Mateo County CBTP. CBTP recommends including bus shelters to improve the quality of access to neighborhood amenities, such as grocery stores, senior centers, and health centers. Additional improvements include system maps, route schedules, and real-time information.

Prepared By: Heather Salem Director of Grants, Billing, and Project Controls 650-730-8099

Resolution No. 2026-

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

* * *

**Authorizing the Filing of an Application with the Metropolitan Transportation
Commission for State Transit Assistance for Fiscal Year 2026**

Whereas, the Metropolitan Transportation Commission (MTC) is the transportation planning agency for the nine-county San Francisco Bay Area and, as such, distributes assorted federal and state transit and transportation planning funds to cities, counties, and other entities to spend, including funds authorized by the Transportation Development Act of 1971 (TDA), as set forth below; and

Whereas, the TDA (Public Utilities Code § 99200 et seq.) provides for the disbursement of TDA Article 4.0 and 4.5 Funds, and State Transit Assistance (STA) Funds (Public Utilities Code § 99310 et seq.); and

Whereas, the San Mateo County Transit District (District) is an eligible claimant for funds under the sources described above to support transit operations and planning, and to pass through funds to other entities including the Peninsula Corridor Joint Powers Board (JPB), San Mateo County, the City/County Association of Governments of San Mateo County, cities in San Mateo County, and the entity responsible for administering the Paratransit Advisory Council (PAC) (Public Utilities Code § 99260(a), 99260.2, 99260.6 and 99275; Resolution Nos. 2012-26 and 2012-28, dated June 13, 2012, and District's Opinion of Counsel dated May 9, 2013); and

Whereas, the MTC has provided the District with estimates of its share of TDA and STA funds, subject to adjustment if actual receipts differ from projects over the course of the fiscal year; and

Whereas, the General Manager/CEO recommends that the Board of Directors (Board) authorize the General Manager/CEO, or designee, to apply to the MTC for \$1,250,000 in STA Lifeline Transportation Program funds from Fiscal Year 2026 for Bus Stop Improvements in Daly City and Southeast San Mateo County.

Now, Therefore, Be It Resolved by the Board of Directors of the San Mateo County Transit District that the General Manager/CEO, or designee, hereby is authorized and directed to file appropriate claims for State Transit Assistance Funds, together with all necessary supporting documents, with the Metropolitan Transportation Commission for Fiscal Year 2026 as referenced above; and

Be It Further Resolved, that the General Manager/CEO, or designee, is authorized and directed to file appropriate amendments to these claims, together with all necessary supporting documents, with the MTC to carry out the policies of the Board and attendant funding requirements during Fiscal Year 2026, as may be adopted from time to time by the Board; and

Be It Further Resolved, that the General Manager/CEO, or designee, is authorized and directed to transmit an executed copy of this Resolution to the MTC in conjunction with the filing of the claims authorized pursuant to this Resolution, and to request that the MTC concur in these fundings and grant the allocation of funds as specified.

Regularly passed and adopted this 1st day of April, 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

Through: April Chan, General Manager/CEO

From: Joshua Mello, Chief Planning Officer

Subject: **Authorizing Execution of an Intergovernmental Agreement to Develop and Reimburse Costs for a Project Initiation Document for the Grand Boulevard Initiative**

Action

Staff recommends the Board of Directors (Board) authorize the General Manager/CEO of the San Mateo County Transit District (District), or her designee, to:

1. Execute a cooperative agreement with the California Department of Transportation (Caltrans) for the District to reimburse Caltrans up to \$300,000 in state costs for development of the Project Initiation Document (PID) for the San Mateo State Route 82 (SR 82)/El Camino Real Grand Boulevard Initiative.
2. Take any additional actions necessary to give effect to the proposed action.

Significance

The District adopted the Grand Boulevard Initiative (GBI) Action Plan (Action Plan) through Resolution No. 2026-01 in January 2026. The Action Plan served as the first step in the Caltrans project development process to advance corridor-wide changes on El Camino Real.

Embarking on the PID phase is a critical step in advancing comprehensive multimodal improvements on El Camino Real (SR 82) in San Mateo County. District Staff plan to begin the PID Phase in April 2026, once the proposed cooperative agreement is fully executed by the District and Caltrans. The District is the project sponsor for the PID and will coordinate with the 15 local jurisdictions involved in GBI as stakeholders in the process. The estimated timeline for completion is 15 to 18 months from the Notice to Proceed.

The PID is a conceptual planning and engineering document that includes the development of a Purpose and Need Statement, a Traffic Engineering Performance Assessment, Design Alternatives, including Complete Streets considerations, and a Preliminary Environmental Assessment Report and Stormwater Data Report, among additional requirements. The scope of the PID will cover the full 25 miles of El Camino Real (SR 82) in San Mateo County.

The Project Approval and Engineering Document Phase, which will follow completion of the PID, is proposed for the 2027/2028 timeframe.

As the PID involves improvements to the State Highway System, the District is required to enter into a cooperative agreement with Caltrans. This cooperative agreement will provide for the District to reimburse Caltrans up to \$300,000 for work supporting the development of the PID.

Budget Impact

Funds to support the proposed cooperative agreement are included as part of the GBI project line item in the proposed amendment to the Fiscal Year 2026 Capital Budget, which is proposed for approval at the April 1, 2026 Board meeting.

Background

GBI is a multi-agency partnership led by the District that involves 15 local jurisdictions, the San Mateo County Transportation Authority, the City/County Association of Governments of San Mateo County, the Metropolitan Transportation Commission, Caltrans, advocates, and business groups. GBI's current focus is to establish a cohesive, countywide vision for modernizing transportation infrastructure on El Camino Real to improve safety and mobility.

El Camino Real serves as San Mateo County's "main street" connecting downtowns and key destinations, but its infrastructure largely reflects its historic role as a highway catering to automobile travel along the Peninsula. For more information about GBI, please visit the District's project webpage: <http://www.samtrans.com/gbi>.

Prepared By: Cassie Halls	Manager, Major Corridors	650-508-7766
Millie Tolleson	Director, Planning	650-622-7815

Resolution No. 2026-

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

* * *

Authorizing Execution of an Intergovernmental Agreement to Develop and Reimburse Costs for a Project Initiation Document for the Grand Boulevard Initiative

Whereas, El Camino Real (State Route 82) is the “main street” and “Grand Boulevard” of San Mateo County, connecting numerous downtowns, businesses, schools, and other community destinations; and

Whereas, the Grand Boulevard Initiative (GBI) is a multi-agency partnership led by the San Mateo County Transit District (District) that involves 15 local jurisdictions, the San Mateo County Transportation Authority (TA), the City/County Association of Governments of San Mateo County, the Metropolitan Transportation Commission (MTC), the California Department of Transportation (Caltrans), advocates and business groups, all working together to modernize transportation infrastructure along El Camino Real to improve safety and mobility; and

Whereas, Route ECR, the backbone of the SamTrans network, runs along El Camino Real, serving 13 cities across 25 miles and accounting for more than one quarter of SamTrans’ daily bus ridership; and

Whereas, the District’s Board of Directors (Board) adopted the Grand Boulevard Initiative Action Plan (Action Plan) pursuant to Resolution No. 2026-01 in January 2026; and

Whereas, the Action Plan served as the first step in the Caltrans project development process to advance corridor-wide changes on El Camino Real; and

Whereas, the next phase of work for implementation of the Action Plan is completion of a Caltrans Project Initiation Document (PID); and

Whereas, Caltrans requires reimbursement of state costs for participation in development of the PID; and

Whereas, the District was awarded a \$2 million grant from the MTC, locally matched with \$250,000 each from the District and TA using local transportation sales tax revenues to fund the PID; and

Whereas, Staff recommends the Board authorize execution of a cooperative agreement with Caltrans for the PID Phase of implementing the Action Plan, including to provide for reimbursement of state costs of up to \$300,000.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District authorizes the General Manager/CEO, or her designee, to execute a cooperative agreement with the California Department of Transportation, including to reimburse up to \$300,000 in state costs, to facilitate development of the Project Initiation Document for the San Mateo State Route 82/El Camino Real Grand Boulevard Initiative, and to take any additional actions necessary to give effect to the proposed action.

Regularly passed and adopted this 1st day of April, 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
Through: April Chan, General Manager/CEO
From: Nathaniel Kramer, Chief People Officer
Subject: **Amending the SamTrans Title VI Policies**

Action

Staff recommends the Board of Directors (Board) amend the San Mateo County Transit District's (District or SamTrans) Title VI Policies to reflect current service offerings and lessons learned since the policies were adopted in 2013.

Significance

Title VI of the Civil Rights Act of 1964 requires that federally-assisted programs and services are provided equitably, without discrimination based on race, color or national origin. The Federal Transit Administration (FTA) published Circular 4702.1B in 2012 to implement Title VI in public transit, in part requiring each large public transportation provider's governing board to approve the following standards and policies:

1. Major Service Change Policy
2. Disparate Impact Policy
3. Disproportionate Burden Policy
4. System-wide Service Standards
5. System-wide Service Policies

In response, the District adopted the SamTrans Title VI Policies pursuant to Resolution No. 2013-09. Staff recommends amending these policies to reflect current service and program offerings, as well as lessons learned over the past 13 years. The proposed amendments, attached to this staff report in redline, include:

- Expanding the "major service change" definition as a threshold for when the District will conduct a thorough analysis of the potential effects of service changes on protected populations. Currently, the definition only addresses fixed-route service. Staff recommends expanding the policy to include microtransit service launched in 2023, Ride Plus.

- Lowering thresholds (10 percent rather than 20 percent) for when a fare change or major service change could result in a “disparate impact” on a minority population or a “disproportionate burden” on a low-income population. If a proposed change exceeds this threshold, the District must evaluate an alternative that has a more equitable impact or take measures to mitigate the impact of the change on the protected population. Staff recommends lowering the threshold to 10 percent to be consistent with other Bay Area Transit agencies and to minimize the allowable threshold for negative impacts on protected populations. For reference, when staff has completed fare and service equity analyses in the past, differences in measured impacts between protected and non-protected populations generally have been under five percent.
- Adding a definition of “adverse effect” to the Disparate Impact and Disproportionate Burden Policies. For a fare change, an adverse effect could include higher fares, fewer options of fare media, and/or fewer purchase places of fare media. For a major service change, an adverse effect could include loss of service, increased travel times, additional transfers, longer travel distances to stops, longer wait times, and/or impacted connections to other transit systems.
- Adding use of the Area Median Income (AMI) to assess potential disproportionate burdens on low-income populations when conducting equity analyses, in addition to 200 percent of the Federal poverty level (FPL)¹. As the cost of living in the Bay Area has risen substantially over the last 10 years since the District began to define “low-income” as 200 percent of FPL, staff recommends supplementing its analyses with consideration of AMI as an additional way to consider a more accurate definition of what it means to be “low-income” in the Bay Area, and particularly in San Mateo County.
- Revising the transit amenities standards within the Service Standards and Policies, which are used when monitoring service and amenities to ensure they are distributed equitably to the District's minority and non-minority routes. This amendment would align the SamTrans Title VI Policies with the District’s Bus Stop Improvement Plan (BSIP), which was adopted by the Board in 2024.

The Title VI Circular requires the District to seek public input before Board action to amend certain of the SamTrans Title VI Policies. The District summarized all of its proposed changes in five languages (English, Spanish, Chinese, Vietnamese, and Tagalog) and sought input through various outreach methods. Beginning in December 2025, staff reached out to seven San Mateo County community-based organizations to discuss the potential revisions to the Title VI Policies and solicit feedback. Staff completed interviews with five of these organizations. Additionally, staff posted a webform on the District's Title VI website, which was shared to the District's X/Twitter page. Finally, staff presented these changes to the Citizens’ Advisory Committee on March 25, 2026.

¹ The District, like most Bay Area agencies, defines “low income” as 200% of the Federal poverty limit.

Staff did not receive any public comment through the webform, but received feedback through the interviews and meeting, specifically pertaining to the proposed update to the Transit Amenities standards and definition of "low-income" as it pertains to the threshold for causing a "disproportionate burden" on low-income populations. As a result, staff will consider using area median income in addition to 200 percent of the federal poverty limit when defining what it means to be low-income in the Bay Area.

Budget Impact

There is no impact on the budget.

Background

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. The District, as a recipient of FTA grant assistance, is required to comply with the Civil Rights Act of 1964 and implementing regulations. The SamTrans Title VI Policies, including Major Service Change, Disparate Impact and Disproportionate Burden Policies, and Systemwide Service Standards and Policies, were approved by the District Board in March 2013. This action will be the first update to the policies.

Prepared By:	Wendy Lau	Office of Civil Rights, Deputy Director	650-622-7864
	Michelle Louie	Title VI and Social Equity Administrator	650-622-8038

Resolution No. 2026-

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

* * *

Amending the SamTrans Title VI Policies

Whereas, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color, or national origin; and

Whereas, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1 B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

Whereas, as set required by the above-referenced Circular, the Board of Directors (Board) of the San Mateo County Transit District (District or SamTrans) approved Resolution No. 2013-09, adopting the SamTrans Title VI Policies, including a Major Service Change Policy to define when a service change is sufficiently broad or large to necessitate a review of potential impacts on minority and low-income populations; Disparate Impact and Disproportionate Burden Policies to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, and Systemwide Service Standards and Policies, all of which were subject to public input; and

Whereas, over the past four months, District staff has sought public input on potential updates to the SamTrans Title VI Policies, specifically to:

1. Expand the definition of “Major Service Change” to address microtransit service changes;
2. Decrease the thresholds in the Disparate Impact and Disproportionate Burden Policies from 20 percent to 10 percent;
3. Add examples of “adverse effects” to the Disparate Impact and Disproportionate Burden Policies; and
4. Use Area Median Income (AMI) to assess potential disproportionate burdens on low-income populations when conducting disproportional burden equity analyses, in addition to the current analyses utilizing 200 percent of the Federal poverty level to define “low-income”; and
5. Update the Systemwide Service Standards and Policies to align the transit amenities portion with the 2024 Bus Stop Improvement Plan; and

Whereas, public outreach on the proposed changes included interviews with local community-based organizations, development and sharing of a webform that summarized the proposed changes in five languages and solicited public comment, and a presentation to and discussion the SamTrans Citizens Advisory Committee on March 25, 2026; and

Whereas, the District received public comment on the definition of "low-income" as used in the threshold for the Disproportionate Burden Policy and on the proposed updates to the transit amenities portion of the Systemwide Service Standards and Policies, which staff considered and addressed in the final policy definitions; and

Whereas, the General Manager/CEO recommends the Board approve the attached updated SamTrans Title VI Policies, which comply with FTA requirements and will guide future decisions regarding SamTrans' programs and services to ensure they are provided equitably, without discrimination based on race, color, or national origin.

Now, Therefore, Be It Resolved the Board of Directors of the San Mateo County Transit District hereby approves the attached updated SamTrans Title VI Policies.

Regularly passed and adopted this 1st day of April, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

SAMTRANS TITLE VI POLICIES

Federal Title VI requirements of the Civil Rights Act of 1964 were updated in 2012 by the Federal Transit Administration (FTA) and require each large public transportation provider's governing board to approve five standards and policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- Systemwide Service Standards
- Systemwide Service Policies

The first policy defines “major service change” as a threshold for when an agency will conduct a thorough analysis of the potential effects of service changes on protected populations. For the second and third policies, agencies are required to define thresholds for when they will find a fare or major service change will result in a “disparate impact” on the minority population or a “disproportionate burden” on the low-income population. The last two policies define service standards and policies used to determine whether an agency distributes services and amenities equitably to minority and low-income populations, routes, and facilities.

MAJOR SERVICE CHANGE POLICY

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the San Mateo County Transit District Board of Directors for its consideration and included in the SamTrans Title VI Program with a record of action taken by the Board.

A major service change for fixed route transit is defined as:

A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period.

A major service change for microtransit is defined as:

A reduction or increase of 25 percent or more in total vehicle revenue hours or service area (square miles).

The following service changes are exempted:

- Changes to a service on a route with fewer than 10 total published trips in a typical service day are not considered “major” unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), if the service will be or has been operated for no more than twelve months.
- SamTrans-operated transit service that is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops.

DISPARATE IMPACT POLICY

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin...

The policy shall establish a threshold for determining when adverse effects of fare/service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly... and cannot be altered until the next Title VI Program submission.

While performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact minority as compared to non-minority populations. For a fare change, adverse effects could include higher fares, less options of fare media, and/or fewer purchase places of fare media. For a major service change, adverse effects could include loss of service, increased travel times, additional transfers, longer travel distances to stops, longer wait times, and/or impacted connections to other transit systems. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, SamTrans must evaluate whether there is an alternative that has a more equitable impact. Otherwise, SamTrans must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

SamTrans' Disparate Impact Threshold to determine if adverse impacts of a major service change or a fare adjustment is borne disproportionately by minority populations is established at ~~20~~ 10 percent, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of fare/service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts born by non-low-income populations... The disproportionate burden threshold must be applied uniformly... and cannot be altered until the next [Title VI] program submission... At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed fare/ service change, the transit provider should take steps to avoid, minimize, or mitigate impacts where practicable. The transit provider should describe alternatives available to low-income populations affected by the fare/ service changes.

While performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact low-income as compared to non-low-income populations. “Low-income” populations are defined as those that fall within 200% of Federal poverty level. SamTrans will also use the Area Median Income when conducting equity analyses to assess potential disproportionate burdens on low-income populations. This additional analysis will allow SamTrans to consider service and fare changes within the context of what it means to be “low-income” in the Bay Area, and particularly in San Mateo County. For a fare change, adverse effects could include higher fares, less options of fare media, and/or fewer purchase places of fare media. For a major service change, adverse effects could include loss of service, increased travel times, additional transfers, longer travel distances to stops, longer wait times, and/or impacted connections to other transit systems. In the event the proposed action has a negative impact that affects low-income more than non-low income with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low income more than low-income populations with a disparity that exceeds the adopted Disparate Impact Threshold, SamTrans must evaluate whether there is an alternative that has a more equitable impact. Otherwise, SamTrans must take measures to mitigate the impact of the proposed action on the affected low-income population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

SamTrans’ Disproportionate Burden Threshold to determine if adverse impacts of a major service change or a fare adjustment is borne disproportionately by low-income populations is established at ~~20~~ 10 percent, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in the FTA Circular 4702.1B, SamTrans must establish and monitor its performance under quantitative Service Standards and qualitative Service Policies. The service standards contained here are used to develop and maintain efficient and effective fixed-route transit service.

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards for the following indicators:

- A. Vehicle Load
- B. Vehicle Headways
- C. On-time Performance
- D. Service Availability

For the purpose of defining service standards and policies for SamTrans' fixed-route service, the agency has split its system into seven route categories:

- **Frequent:** Routes connecting people to places that can support higher levels of service – often areas of higher population or employment density with demand seven days a week. Ideal frequency is 15 minutes or better, seven days a week from early morning to late evening.
- **Local:** Routes connecting neighborhoods, downtowns, and major destinations and typically with 30-minute or better frequency, seven days a week, from morning to evening.
- **Community:** Routes providing service to less densely populated areas that are considered a lifeline to the greater transit network and the community with hourly service, seven days a week from morning to evening.
- **Express & Limited Stop:** Routes providing limited-stop service to or from major destinations and that are typically longer in length. Express routes often travel on higher-speed corridors making few or no intermediate stops, cover more distance, and may operate only during peak times on weekdays.
- **School-Oriented:** Routes operating with very few trips a day (typically two) and that are scheduled to align with school schedules and school bell times.
- **Owl:** Routes operating overnight after regular transit service has ended.
- **Special:** Special routes serve a unique purpose that do not fit into other categories. Examples may include microtransit, prolonged bus bridges for rail construction, and service to special events such as fairs or sporting events.

The categories were not developed to, and in fact do not, differentiate routes by minority or income status of the areas or passengers served. The following chart illustrates which routes belong to each category as of April 2026 and is subject to revision from time to time:

Category	Routes
Frequent	120, 130, 130B, 296, ECR
Local	110, 121, 122, 141, 250, 278, 281, 292
Community	112, 117, 142, 251, 260, 270, 280, 294, 295
Express & Limited Stop	CSM, EPX, FCX, PCX, SKY
School-Oriented	10, 12, 14, 15, 18, 19, 24, 25, 28, 29, 30, 35, 37, 40, 41, 42, 46,

Category	Routes
	49, 50, 51, 53, 53P, 54, 56, 57, 58, 59, 60, 61, 62, 67, 68, 72, 73, 78, 79, 81, 82, 83, 85, 86, 87, 88
Owl	296 Owl, 397 Owl, ECR Owl
Special	138, Ride Plus (on-demand curb to curb microtransit)

VEHICLE LOAD

Vehicle Load Factor is described as follows by FTA Circular 4702.1B:

Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times. Transit providers that operate multiple modes of transit must describe the specific vehicle load standards for peak and off-peak times for each mode of fixed-route transit service (i.e., bus, express bus, bus rapid transit, light rail, heavy rail, commuter rail, passenger ferry, etc., as applicable), as the standard may differ by mode.

SamTrans calculates Vehicle Load Factor by dividing the number of passengers in a bus between stops by the seated capacity of the vehicle typically assigned to that category. Vehicle Load Factor is monitored regularly to ensure customer comfort and safety and determine whether additional capacity needs to be added to specific trips or routes based on changing demand patterns. The Vehicle Load Factor standards below are taken from SamTrans' Service Policy Framework.

Category	Maximum Load
Frequent	1.5
Local	1.5
Community	1.5
Express & Limited	1.0
School-Oriented	1.5
Owl	1.0
Special	N/A

VEHICLE HEADWAY

Vehicle headway is described as follows by FTA Circular 4702.1B:

Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes); service frequency is measured in vehicles per hour (e.g., four buses per hour). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes). Transit providers may set different vehicle headway standards for different modes of transit service. A vehicle headway standard might establish a minimum frequency of service by area based on population density. For example, service at 15-minute peak headways and 30-minute off-peak headways might be the standard for routes serving the most densely populated portions of the service area, whereas 30-minute peak headways and 45-minute off-peak headways might be the standard in less densely populated areas. Headway standards are also typically related to vehicle load. For example, a service standard might state that vehicle headways will be improved first on routes that exceed the load factor standard or on routes that have the highest load factors.

SamTrans calculates headway by determining the average length of time between buses on each route. In the event a route regularly exceeds Vehicle Load Factor standards, SamTrans will evaluate whether frequency on that route should be adjusted within the confines of existing or expected funding levels. Vehicle headway standards are presented in the chart below.

Category	Headway
Frequent	15 minutes
Local	30 minutes
Community	60 minutes
Express & Limited	Limited trips
School-Oriented	Limited trips
Owl	Varied
Special	Varied

ON-TIME PERFORMANCE

On-time performance is described as follows by FTA Circular 4702.1B:

On-time performance is a measure of runs completed as scheduled. This criterion first must define what is considered to be “on time.” For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed “on-time” window.

Buses are on time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule. It is SamTrans’ goal to be on-time at least 85 percent of the time systemwide. On-time performance standards are presented in the chart below.

Category	On-Time Performance Goal
Frequent	85%
Local	85%
Community	85%
Express & Limited	90%
School-Oriented	90%
Owl	85%
Special	N/A

On-time performance is tracked and published on a daily basis and included within monthly performance reports to the SamTrans Board of Directors. Bus Transportation staff also regularly monitor on-time performance and counsel operators who consistently fail to meet on-time performance standards that are within their control. Discussions with bus operators are also used to identify vehicle scheduling issues which are corrected through service changes four times annually.

SERVICE AVAILABILITY

Service availability/transit access is described as follows by FTA Circular 4702.1B:

Service availability is a general measure of the distribution of routes within a transit provider's service area. For example, a transit provider might set a service standard to distribute routes such that a specified percentage of all residents in the service area are within a one-quarter mile walk of bus service or a one-half mile walk of rail service. A standard might also indicate the maximum distance between stops or stations. These measures related to coverage and stop/station distances might also vary by population density. For example, in more densely populated areas, the standard for bus stop distance might be a shorter distance than it would be in less densely populated areas, and the percentage of the total population within a one-quarter mile walk of routes or lines might be higher in more densely populated areas than it would be in less densely populated areas. Commuter rail service or passenger ferry service availability standards might include a threshold of residents within a certain driving distance as well as within walking distance of the stations or access to the terminal.

SamTrans' goal is to ensure 70 percent of county residents live within walking distance (i.e., one quarter mile) of a bus stop. SamTrans service is particularly strong in communities with significant minority and low-income populations. Transit access is determined by mapping all active bus stops within the system and then calculating the population within one-quarter mile radii of those stops. This information is then compared to the total county population.

SYSTEMWIDE SERVICE POLICIES

The FTA requires fixed-route transit providers to develop a policy for each of the following service indicators. Transit providers also may opt to set policies for additional indicators. The following systemwide policies differ from service standards in that they are not necessarily based on meeting a quantitative threshold but rather qualitative evaluation results:

- A. Vehicle Assignment
- B. Transit Amenities

VEHICLE ASSIGNMENT

Vehicle assignment is described as follows by FTA Circular 4702.1B:

Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system. Policies for vehicle assignment may be based on the age of the vehicle, where age would be a proxy for condition. For example, a transit provider could set a policy to assign vehicles to depots so that the age of the vehicles at each depot does not exceed the systemwide average. The policy could also be based on the type of vehicle. For example, a transit provider may set a policy to assign vehicles with more capacity to routes with higher ridership and/or during peak periods. The policy could also be based on the type of service offered. For example, a transit provider may set a policy to assign specific types of vehicles to express or commuter service. Transit providers deploying vehicles equipped with technology designed to reduce emissions could choose to set a policy for how these vehicles will be deployed throughout the service area.

SamTrans' policy with respect to vehicle assignment is depot specific. SamTrans currently has four general types of buses in the fleet, all of which are maintained to the same strict standards (whether by the District or its contract operator):

- 29-foot transit coaches
- 35-foot low-floor transit coaches
- 40-foot transit coaches
- 60-foot articulated coaches

Bus Operations distributes coaches based on the specific needs of the route. The main considerations are the length of the bus to account for rider capacity and the geography of the route. For example, if the bus needs to make a tighter turn, it will use a 29-foot or 35-foot bus. Standard routes use 40-foot buses and higher ridership routes may call for using a 60-foot articulated bus. Given SamTrans' strict standards with respect to maintenance, age does not serve as a viable proxy for diminished quality.

To meet the California Air Resources Board's (CARB) Innovative Clean Transit rule, SamTrans committed to purchase zero-emissions buses (ZEB) in all future bus procurements. SamTrans has procured 37 battery electric buses (BEB) and 10 fuel cell electric buses (FCEB). The first of the BEBs started service in February 2024 and the first of the FCEBs went into service in 2025. The new ZEBs will be assigned to ensure that they are distributed equitably among the communities SamTrans serves. The entire fleet of SamTrans buses is equipped with cellular modems and routers that provide wireless cellular connectivity for onboard systems, including passenger Wi-Fi. SamTrans has also begun to provide additional passenger amenities, including USB charging ports, which was initially equipped on the 55 2019 60-foot articulated buses.

TRANSIT AMENITIES

Transit amenities are described as follows by FTA Circular 4702.1B:

Transit amenities refer to items of comfort, convenience, and safety that are available to the general riding public. Fixed-route transit providers must set a policy to ensure equitable distribution of transit amenities across the system. Transit providers may have different policies for the different modes of service that they provide. Policies in this area address how these amenities are distributed within a transit system, and the manner of their distribution determines whether transit users have equal access to these amenities. This...is not intended to impact funding decisions for transit amenities. Rather, this...applies after a transit provider has decided to fund an amenity.

Transit amenities are distributed on a systemwide basis. Transit amenities include bus shelters, ~~bus stop benches, and trash receptacles~~ shade structures, and bus stop benches. The location of transit amenities is determined by ~~factors such as ridership, individual requests, staff recommendations, and vendor preference (in the case of shelters which feature advertisements).~~ the SamTrans Bus Stop Improvement Plan (BSIP) adopted by the Board in 2024.

BSIP evaluated all stops in the SamTrans system and determined the minimum amenity standards for each stop according to its category: Frequent, Standard, or School-Oriented / Other. These categories are defined on page 9 of the Bus Stop Design Guidelines and are derived from the amount of daily service at the stop. The table below displays these categories and their definitions:

<u>Category</u>	<u>Definition</u>	<u>Typical SamTrans Services</u>	<u>Estimated Percentage of Stops</u>
<u>Frequent</u>	<u>Stops served by a bus at least four times an hour, for at least 12 hours per weekday.</u>	<u>ECR, 120, 130, and 296 plus stops that serve multiple local routes.</u>	<u>20%</u>
<u>Standard</u>	<u>Stops served by a bus 1-3 times per hour, for at least 12 hours per weekday.</u>	<u>Most three-digit routes (100s, 200s)</u>	<u>45%</u>
<u>School-oriented / Other</u>	<u>Stops only served by school-oriented routes. A bus may come as infrequently as once per day.</u>	<u>School-oriented routes (two-digit routes), rush hour-only routes (FCX), Shuttle service.</u>	<u>35%</u>

The table below shows the recommended minimum amenities by bus stop category.

<u>Amenity</u>	<u>Frequent (incl. Transit Centers)</u>	<u>Standard</u>	<u>School-Oriented/Other</u>
<u>Standard Pole & Sign</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Shelter</u>	<u>X</u>	<u>X</u>	
<u>Shade Structure</u>		<u>X</u>	
<u>Bench</u>		<u>X</u>	
<u>Map & Schedule</u>	<u>X</u>	<u>X</u>	
<u>Bus Bulb/Boarding Island *</u>	<u>X</u>		
<u>Real Time Information</u>	<u>X</u>	<u>X</u>	<u>X</u>

** if feasible following detailed site analysis – refer to the Bus Stop Design Guidelines for more information.*

BUS SHELTERS

District policy states that SamTrans shelters are considered for installation based on the following criteria:

- ~~Stops where at least 100 passengers board each day.~~
- ~~75 percent of shelters shall be in census tracts on routes associated within urbanized areas.~~
- ~~Distribution of shelters countywide should match the distribution of minority census tracts.~~
- ~~Locations for shelters with advertisements are chosen by the vendor based on the visibility and traffic.~~
- Bus stop is considered Frequent or Standard

~~District policy also states that all bus shelters shall include trash receptacles and that all stops with shelters and benches be cleaned and have their trash receptacles emptied at least once each week.~~

SHADE STRUCTURE

Shade structures are considered for installation based on the following criteria:

- Bus stop is considered Standard

BUS STOP BENCHES

SamTrans benches are considered for installation based on the following criteria:

- ~~Stops where at least 100 passengers board each day.~~
- ~~Distribution of benches countywide should match the distribution of minority census tracts.~~
- Bus stop is considered Standard

~~District policy states that stops with benches shall be cleaned at least once each week.~~

TRASH RECEPTACLES

~~SamTrans trash receptacles are considered for installation based on the following criteria:~~

- ~~Stops where at least 100 passengers board each day.~~
- ~~Distribution of trash receptacles countywide should match the distribution of minority census tracts.~~

~~District policy states that trash receptacles shall be emptied at least once each week.~~

NEXT BUS ARRIVAL SIGNAGE

~~Electronic signage informing passengers of the predicted arrival of the next bus for a given route can significantly improve the experience for customers. The District's policy with respect to electronic bus arrival signage is to install signage at locations meeting the following criteria:~~

- ~~The location is a multimodal transit center.~~
- ~~The location is served by multiple SamTrans routes.~~
- ~~Ridership is high at the location.~~
- ~~Funding is available for installation/maintenance (e.g. from partner agencies).~~
- ~~Installation is coordinated with other applicable agencies.~~

~~Currently, SamTrans provides next bus arrival signage at six transit centers in San Mateo County that align with the factors above. While currently there is not an expansion plan, options are being explored to bring more information to customers through innovative messaging system.~~

REAL TIME INFORMATION

In general, SamTrans intends for real-time information of some kind to be available at all stops; however, the method and technology to be used will vary according to the guidelines below:

- Full-color displays: Frequent stops in top 10th percentile of ridership (139 stops*)
- 'Marquee'-type LED displays: All other frequent stops (235 stops*)
- Lightweight, e-reader style displays: All standard stops (877 stops*)
- QR Code linking to online website: All stops (1,866 stops*)

* Counts as of May 2024



Title VI Background

Title VI 42 U.S.C. §2000d et seq.

“No person in the United States shall, on the ground of **race, color, or national origin**, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

FTA Circular 4702.1B

- FTA published its first Title VI Circular on October 1, 2012
- Details how transit agencies must comply with Title VI policies, including creating and submitting a Title VI program to FTA every 3 years

FTA Circular 4702.1B Requirements

Adoption of Title VI Policies:

1. Major Service Change
2. Disparate Impact
3. Disproportionate Burden
4. Systemwide Service Standards
5. Systemwide Service Policies

The following updates are to SamTrans' original Title VI policies from 2013

Policy Updates

Core Elements:

- Major Service Change – Microtransit
- Disparate Impact & Disproportionate Burden Policies – Threshold Percentage
- Low-Income Population Considerations
- Transit Amenities Policy

Major Service Change Policy

- Criteria for determining when service change is significant enough to require a thorough analysis of potential effects on protected populations
- Currently for fixed-route bus services only
- **Expand policy definition to include the SamTrans microtransit service, Ride Plus**

Ride Plus Microtransit

- Launched in June 2023 as an on-demand transit service for East Palo Alto and Half Moon Bay
- Addition of **Microtransit** to the Major Service Change definition:
- **A reduction or increase of 25% or more in total vehicle revenue hours or service area (square miles)**



Title VI Equity Analyses

- SamTrans is required to conduct an equity analysis for major service changes and fare changes
- Analyses determine impact of proposed service/fare changes to minority and low-income populations

Disparate Impact Policy (DI)

- Determines the threshold when negative impacts of a fare or service change are borne disproportionately on **minority** customers
- Will minority riders be more severely impacted by changes than non-minority riders?
- Will minority riders receive less of a benefit than non-minority riders?

Disproportionate Burden Policy (DB)

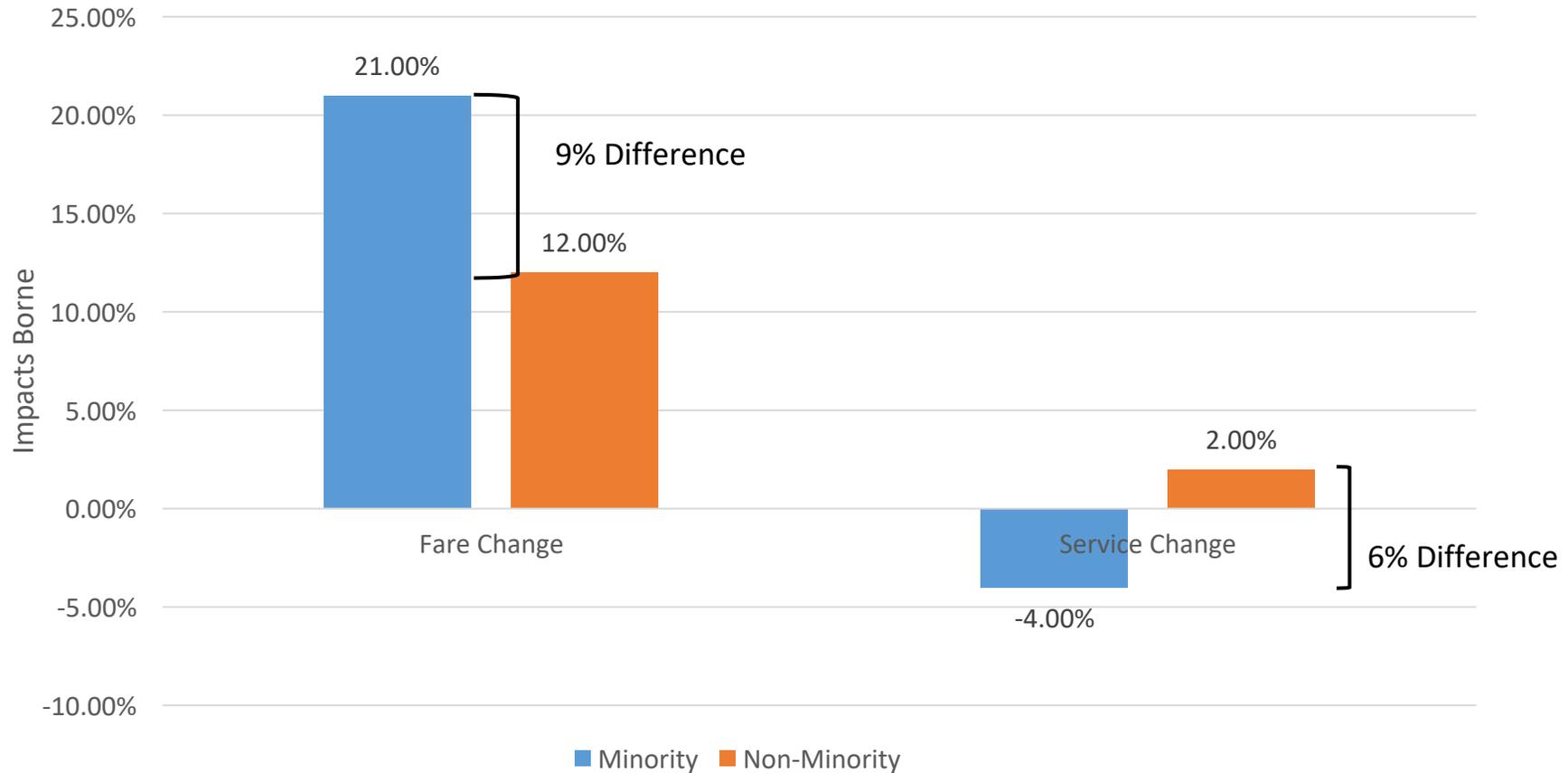
- Determines the threshold when negative impacts of a proposed fare or service change are borne disproportionately on **low-income** customers
- Will low-income riders be more severely impacted by changes than non-low-income riders?
- Will low-income riders receive less of a benefit than non-low-income riders?

DI/DB Threshold Percentage

- Determines if a proposed fare or service change will have a Disparate Impact or Disproportionate Burden on minority or low-income customers
- SamTrans currently has a DI/DB threshold of **20%**

Adverse impacts of a fare or service change on protected vs. unprotected populations can differ by up to 20%

Fare and Service Change Equity Analyses Examples



DI/DB Policy Update

- Review of 13 peer agencies' policies and results of SamTrans equity analyses done in recent years
- Lowering DI/DB threshold from 20% to **10%**
- A lower threshold = less tolerance for differences in adverse impacts between protected vs. non-protected populations

Low-Income Definition

- Most Bay Area agencies – including SamTrans – use 200% of Federal poverty level (FPL) to define "low-income"
- Proposal for SamTrans to continue to use 200% of FPL and **also** consider Area Median Income to be more sensitive to local context, nuances of County's population



Systemwide Service Standards: Transit Amenities

Amenity	Frequent (20%)	Standard (45%)	School-Oriented/Other (35%)
Standard Pole & Sign	X	X	X
Shelter	X	X	
Shade Structure		X	
Bench		X	
Map & Schedule	X	X	
Bus Bulb / Boarding Island *	X		
Real Time Information	X	X	X

** if feasible following detailed site analysis – refer to the Bus Stop Design Guidelines for more information.*



Public Engagement

- 5 CBO Interviews held from December to February:
 - Samaritan House
 - El Concilio
 - Seamless Bay Area
 - Center for Independence of Individuals with Disabilities (CID San Mateo)
 - One Step Beyond, Inc (OSBI)
- Title VI Webpage Public Comments
- CAC Meeting on March 25, 2026

CBO Feedback

- No objections to the adjustment to DI/DB threshold
 - One CBO commented they were glad to see the threshold decrease for more equitable outcomes
- Most comments received about low-income definition
 - High interest in using AMI in addition to federal poverty limit
- Transit amenities – shelters, bus bulbs/boarding islands
 - Considerations beyond BSIP criteria

Thank You



Questions?

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: March 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 99.5 percent recovery rate for the seven months ending January 2026 compared to the seven months ending January 2020 (pre-pandemic). The 99.5 percent ridership recovery rate is above 81.6 percent experienced by bus services throughout the nation.

Ridership	7 Months Ending January 2020	7 Months Ending January 2026	Ridership Recovery Rate
SamTrans	6,407,401	6,376,285	99.5%
AC Transit	32,196,401	23,374,035	72.6%
SFMTA	123,182,818	99,006,289	80.4%
VTA	16,144,531	14,134,911	87.6%
Dallas	22,252,244	16,553,602	74.4%
Seattle - King	71,009,078	52,097,337	73.4%
Chicago	139,883,055	106,118,736	75.9%
Atlanta	30,735,772	20,343,400	66.5%
New York MTA	419,240,649	393,216,809	93.8%
National Bus	2,666,236,387	2,174,777,782	81.6%
Caltrain	11,128,002	8,465,572	76.1%
BART Extension	7,869,051	3,953,311	50.2%
BART System	74,191,319	37,025,287	49.9%
National Rail	2,889,788,141	2,244,460,173	77.7%
Total NTD Trips	5,847,744,419	4,651,160,245	79.5%

Bus Operator Staffing

	<u>Approved FTEs</u>	<u>Trainees</u>	<u>No. Bus Operators*</u>
Bus Operators	350	0	357

*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 February 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>February 2026</u>		
	<u>Total Miles</u>	<u>Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>
North Base	355,197	3	118,399
South Base	222,415	3	74,138
Trainee In-service	0	0	No miles or accidents
CUB	219,786	6	36,631
Fixed Route Total	794,398	12	66,200
ADA	173,520	2	86,760
Micro Transit	15,741	0	No accidents

Safety Updates

The Safety Campaign continues its focus 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 trained to stay alert for workers, equipment, flaggers, and to avoid distractions and remain focused on roadway changes. They are also trained to communicate with Radio Control if conditions are uncertain and report hazards.

Detoured Bus Routes in Burlingame

SamTrans has been rerouting service to accommodate a five-plus years California Department of Transportation (Caltrans) project on the El Camino Real in the City of Burlingame that extends from Rosedale Avenue at the northern-end to Howard Avenue at the southern-end of the city. Temporary signs are placed at the not-in-use bus stops on the El Camino Real directing riders to temporary/interim bus stops on California Drive. A long-term bus stop relocation will be implemented with the June Runbook, and further details will be presented at the April 2026 Board of Directors meeting, along with updates on Reimagine SamTrans performance.

Information regarding bus stop rerouting is also available on SamTrans' website www.samtrans.com or can be obtained by calling SamTrans Customer Service at 1.800.660.4287.

Regional Issues

Connect Bay Area Investment Plan: In February, SamTrans launched countywide outreach to develop the Connect Bay Area Investment Plan, which will guide how SamTrans allocates approximately \$50 million in annual transit funding in San Mateo County if the Connect Bay Area transportation funding measure qualifies for the ballot and voters approve it in November 2026.

There have been two Agency Advisory Group and Stakeholder Advisory Group meetings to gather input on local transit priorities from senior city staff and community partners, including business, labor, special districts, and nonprofits. SamTrans launched a brief public survey asking residents to rank investment priorities for potential local funding.

Staff have been and will continue to present to city councils across the county in late March and April to promote the survey and collect additional feedback. Staff is asking agency and stakeholder partners to help amplify this outreach by sharing multilingual fact sheets, social media content, and printable flyers with tear-off survey materials available at samtrans.com/projects/LocalFundingPlan.

Clipper Next Generation Update: Transition from Clipper 1.0 to Clipper Next Generation continues to be difficult, as the new system still has not been stabilized to a point that the contractor Cubic can do bulk migration of the existing Clipper accounts to the new system. Of the 15 million or so accounts, only a little over 1 million have transitioned over. On the SamTrans side, impact on Way2Go and monthly passes continue. Due to systemwide pass products migration issues, some customers may be unable to view or load their 2026 passes. SamTrans' Fare Program team is continuing to work with Metropolitan Transportation Commission (MTC), Cubic and others on SamTrans ridership reporting.

Regarding financial reconciliation the Board had inquired at the March 2026 Board meeting, MTC and Cubic are actively working to ensure operator payments can be fully reconciled to ridership and sales data, and that those results will stand up to independent audit. The MTC

and Cubic team are using one operator as a test case to demonstrate reconciliation can stand up to audit standards. Once that is done and can be validated (hopefully by late March or early April), then MTC and Contractor will be extending the same process to other operators.

Employee of the Month (EOM) Recognitions, February 2026

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

Bus Operator EOM for South Base is **Marvin Eackles**. This is Marvin's fourth EOM Award during his twenty-two and a half years of service with the District.

Bus Maintenance EOM for North Base is Mechanic A **David Splan**. This is David's first EOM Award during his fifteen months of service with the District.

Bus Maintenance EOM for South Base is Mechanic A **Jonnell Guinaban**. This is Jonnell's first EOM Award during his twenty-one months of service with the District.

Communications

Press Releases/Blogs/Podcasts

- SamTrans celebrates 50 years in 2026
- SamTrans reroutes ECR due to ongoing construction
- Public feedback sought on next phase of Central El Camino Real multimodal planning
- SamTrans to operate non-school day schedule for Presidents Day
- When public transit meets public health

Article Mentions:

- Naloxone (Narcan) program:
 - ABC7, Yahoo! News, Hoodline, KTVU 2
- Connect Bay Area
 - MSN, Local News, PR Newswire, San Mateo Daily Journal, Antioch Herald, Contra Costa News, KTVU 2
- Reimagine Dumbarton
 - Trainorders, NewsBreak, The Almanac

- Central El Camino Real multimodal plan
 - NewsBreak, Ground News, San Mateo Daily Journal,
- Representative Kevin Mullin funding
 - Local News, NewsBreak, Hoodline, SMCTA, States News Service,
- Bus crash in South San Francisco
 - NewsBreak and ABC7
- Burlingame students assaulted
 - NewsBreak and The Burlingame B
- April Chan’s interview with California Transit Association
 - World News
- Homeless on buses
 - KQED
- Burlingame construction
 - Caltrans
- Artificial-Intelligence (AI) dash cams
 - Mass Transit
- Black History Month
 - Palo Alto Online and KRON4
- Presidents Day
 - Mountain View Voice

Social Media Activities

Digital Marketing Report

- The SamTrans 50th Anniversary social campaign was launched in February
 - Posts highlighted staff across all levels, throwback photos, and SamTrans history alongside the accompanying marketing campaign
 - The 50th Anniversary bus wrap was promoted on all platforms
- SamTrans had a heavy push to promote SamTrans' support on social for Black History Month
 - On Transit Equity/Rosa Park's Day, February 4, SamTrans partnered with the Domini Hoskins Black History Museum in Redwood City once again to celebrate Rosa Parks and showcase the Black History Month bus, designed by bus operator Andre Mosteiro
 - Video interviews of African American staff were posted on all platforms, asking about important aspects of their culture
- The annual Lunar New Year / Year of the Fire Horse bus wrap was showcased on social media
- The Super Bowl was hosted in Santa Clara this year and posts regarding airport service, partner agency connections, and SamTrans service within the Peninsula was heavily pushed during the week
- The Reimagine Dumbarton survey was heavily promoted during February with pop-ups and community meeting information going out across platforms
- The SamTrans Valentine's Day 2026 cards were published on all platforms and the website allowed riders to print out their own transit-inspired cards

Other Digital Marketing Highlights

- Weekday El Camino Real Burlingame Reroute (Caltrans construction)
- Central El Camino Real Multimodal Plan Survey
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign

Social Metrics: (Year to Year)

An impression is anytime SamTrans’ 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.

Impressions: 734,680	Impressions: 308,782	+137.9
Engagements: 5,163	Engagements: 11,448	-54.9
Post Link Clicks: 891	Post Link Clicks: 1,550	-42.5

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

Marketing Activity Highlights

Effortless Travel Campaign Transition to 50th Anniversary

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**
 - The final ETEP ads will run through the end of the month and will transition to 50th Anniversary ads linking to the website
- **Coastside / Ride Plus**
 - Print ads running in Coastside Magazine thru end of month.
 - New brochure in development (Creative Services / Government and Community Affairs / Copywriting)

Marketing Look Ahead

- SamTrans 50th Anniversary Music Contest to launch in early April; creative ads in development for 50th Anniversary bus shelter promotions
- Anti-human trafficking ads are in the design phase for placement in time for Fédération Internationale de Football Association (FIFA) this summer

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT February 2026

TABLE OF CONTENTS

Project Introduction3
Section 1: Cost and Budget3
Section 2: Progress and Schedule4
Section 3: Accomplishments and Upcoming Work5
Section 4: Risk Register / Critical Issues6

Project Introduction

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

Section 1: Cost and Budget

Tenant Improvement

The total budget for the tenant improvement is \$48,320,294. This is comprised of the Lease’s Tenant Improvement Allowance of \$36,850,820 (inclusive within the \$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	1,862	49.13%
Non-TI, Architectural & Engineering Design	2,625	2,625	100%
Total	74,437	67,345	90.47%

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	Coordinate Crate Drop-off
In the field: Day 1 punch list will be created and tasks will be addressed	Faces to Spaces Finalization
In the field: Day 2 activities will commence with framing/drywall in the parking structure.	Activation Schedule Status with Stakeholders
Day 2 submittal processing / material procurement is ongoing	Change Management Welcome Packet Coordination
Artwork Program is being further developed.	Change Management Day in the Life Coordination

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 Day in the Life Coordination
Network equipment arrived and installation started	Change Management Welcome Packet Coordination
Furniture installation will complete; wayfinding and signage in fabrication	Master Move Matrix Finalization
Privatization of the parking structure continues	Change Management Guidelines Training Coordination

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.

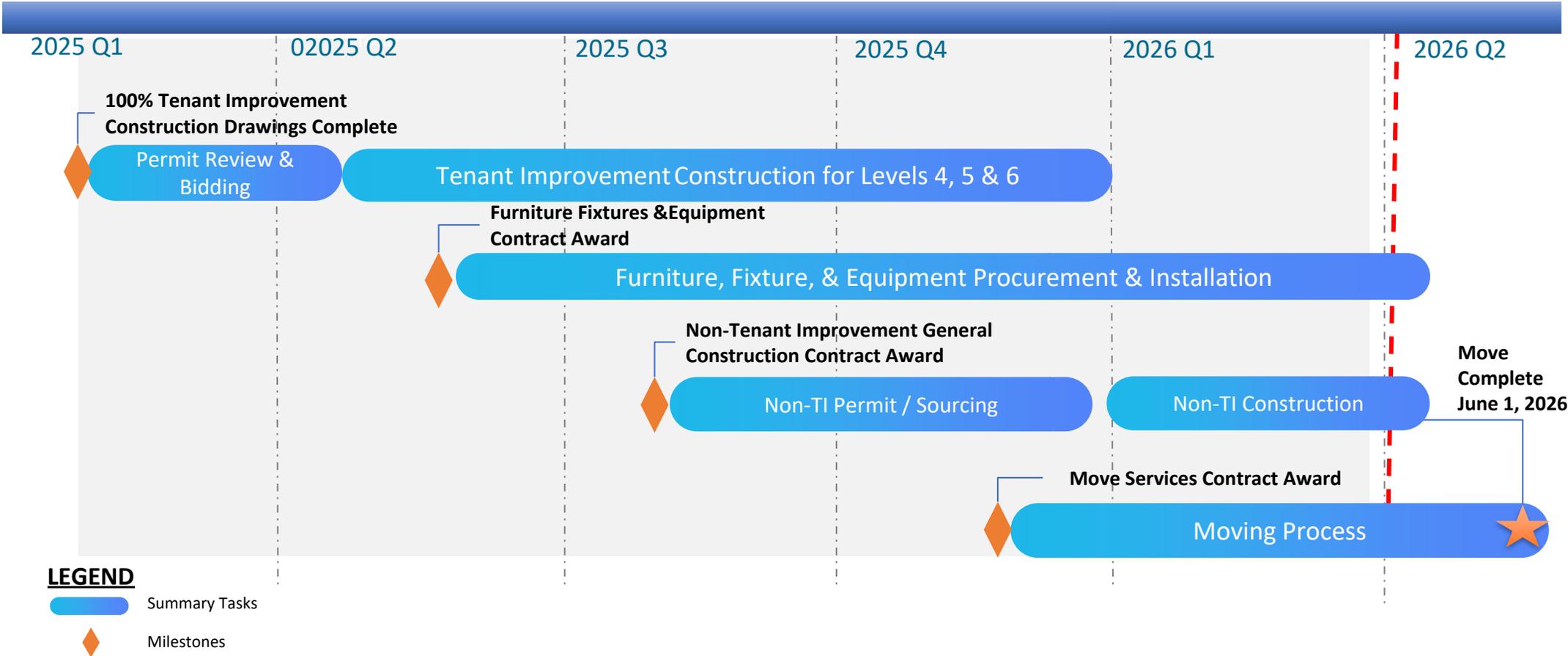
SamTrans' HQ April Update



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	1,862	49.13%
Non-TI, Architectural & Engineering Design	2,625	2,625	100%
Total	74,437	67,345	90.47%

Project Schedule



ThePhoto by PhotoAuthor is licensed under CCYUSA.

Upcoming Activities in April 2026

Network equipment will be connected and internet established

Furniture punchlist will be completed

Privatization of the parking structure continues

A "Day in the Life" activity with the Champions will occur

Packing of department files will finalize for Phase 1 Move

Employees in Phase 1 Move will finalize their packing

Employees in Phase 2 Move will continue to prepare

For the People Who Keep SamTrans Moving

A branded lobby created to welcome staff and reinforce pride in the work we do everyday.



Audio / Visual Systems Coming Online



Monitors prepped for wall mounting. Conference room booking systems are being installed.

Anticipated Board Approvals

April 2026: 4th Floor Office Lease and Caltrain Lease

Early Summer 2026: Finalize Financing Plan

Summer 2026: New HQ Property Manager RFP

Fall 2026: Purchase Notice and Execute Purchase Sale Agreement (PSA)

Fall 2026: Ratings Presentation

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

End of 2026: Close Bonds and Purchase Transaction

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 returns to the Board of Directors (Board) with the same recommendation presented last month that the 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. On this point, since the District's Board meeting on March 4, 2026, the Santa Clara Valley Transportation Authority (VTA) and the San Francisco Municipal Transportation Agency have approved this Agreement. The final approval in the City and County of San Francisco (CCSF) is the San Francisco Board of Supervisors, and this Agreement is scheduled to come before that Board on April 21, 2026.

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 VTA and the 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, 2024. 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 contract. 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 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: Joan Cassman

Legal Counsel

415-995-5021

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

Community Relations Committee Meeting
Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

April 1, 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

- | | | |
|------|---|---------------|
| 8.a. | Call to Order | |
| 8.b. | Approval of Minutes of the Community Relations Committee Meeting of March 4, 2026 | Motion |
| 8.c. | Accessible Services Update | Informational |
| 8.d. | Citizens Advisory Committee Update | Informational |
| 8.e. | Paratransit Advisory Council Update | Informational |
| 8.f. | Monthly State of Service Report - January 2026 and February 2026 | Informational |
| 8.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 March 4, 2026

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

Other Board Members Present Constituting Committee of the Whole: David J. Canepa, Marie Chuang, Brooks Esser, Marina Fraser, Josh Powell (arrived at 4:16pm), Jackie Speier

Staff Present: J. Cassman, A. Chan, T. Dubost, L. Ko, M. Tseng, S. van Hoften

CRC Minutes Body

9.a. Call to Order

Committee Chair Ratto called the meeting to order at 4:15 pm.

9.b. Approval of Minutes of the Community Relations Committee Meeting of February 4, 2026

Motion/Second: Esser/Medina

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

Noes: None

Absent: Powell

Director Powell joined the meeting at 4:16 p.m.

9.c. Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, stated the creation of an outreach recruitment plan.

9.d. Citizens Advisory Committee Update

Dylan Finch, CAC Chair, stated CAC recommendations for the Central El Camino Multimodal Plan and Dumbarton Busway Project and comments on Clipper 2.0, project site visits, and Route EPX changes at the San Francisco Airport.

9.e. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, stated outreach plan activities and Senate Bill 707 effects.

9.f. State of Service Report | Fiscal Year 2026 Quarter 2

Ms. Chan noted the report was in the packet.

9.g. Adjourn – The meeting adjourned at 4:19 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 February 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 February 10, 2026, Meeting

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

Members Absent: S. Capeloto, M. Epstein, C. Santoni,

Guests Present: N. Arshad (SamTrans), C. Chang (SamTrans), B. Garcia (MV Transportation), C. Lun (MV Transportation), A. Patel (SamTrans), K. Porter-Brown SamTrans, on Zoom), M. Ranaldson (Nelson\Nygaard, on Zoom), K. Shanks (SamTrans, on Zoom), L. Spicer (SamTrans, Zoom), M. Thomasmeyer (Nelson\Nygaard), M. Violet

1. Call to Order and Roll Call

Chair Ben McMullan called the meeting to order at 1:32pm.

PAC members and guests introduced themselves.

2. Consent Calendar

Tina Dubost made the motion to approve the January 13, 2026, meeting minutes. Larisa Vaserman seconded the motion. The motion passed.

3. Public Comment for Items Not on the Agenda

Larisa Vaserman asked why she didn't receive notification calls before a recent trip and why she couldn't reach the dispatch team. Tina Dubost confirmed that they are looking into the issue with notification calls. She also reminded riders that if they can't reach the dispatch team, they can call SamTrans customer service.

Raj Agarwal reported that in some seats in the new vehicles, his feet don't touch the floor. Some drivers allow him to sit in different seats, but it's not always possible.

4. Legislative Update from SamTrans Government Affairs

Nicole Arshad gave an update on the federal budget and proposed state budget.

5. Presentation on Central El Camino Multimodal Plan Phase II

Charlsie Chang and Asiya Patel gave a presentation on the Grand Boulevard Initiative (GBI) and the Central El Camino Real Multimodal Plan, which included the following:

- Focus on safety and making improvements to serve all transportation modes
- The project's second phase will include more community engagement

- Feedback received so far highlights a need for better bus stop amenities and safer infrastructure for bicyclists and pedestrians.

Questions

Kathy Uhl asked why Burlingame is not included, which was answered with an explanation that Burlingame is part of the GBI process but that the Central El Camino Real Multimodal Plan focuses on the central segment of ECR in San Mateo County.

Ben McMullan asked if the Center for Independence of Individuals with Disabilities was contacted as part of the project's community engagement plan, which the presenters confirmed they reached out to CID for a special online workshop.

Larisa Vaserman commented on the need to consider the challenges people with disabilities have with maneuvering obstacles and narrow sidewalks and the need to include representation of people with disabilities in the presentation and design concepts.

Sandra Lang commended the process SamTrans has taken but mentioned that some people may have challenges that prevent them from participating in the process, such as getting to walking audits.

Ms. Vaserman asked which agency is ultimately leading the project. The presenters confirmed SamTrans is leading the partnership effort, but Caltrans operates and maintains El Camino Real.

6. PAC Committee Reports

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

Legislative Issues

- Tina Dubost reported that she will have an update on SB 63 at the next PAC meeting in March.

Redi-Wheels Policy Issues

- Tina Dubost reported that SamTrans is moving to the new headquarters in late spring 2026. The agency is celebrating its 50th anniversary of the transit district in September 2026 and is looking for memorabilia or photos for the celebration.

6.b. Education Committee Report

Tina Dubost stated that the next Education Committee meeting will be in March.

6.c. Executive Committee Report

Ben McMullan reported that the Executive Committee discussed outreach targets during the meeting on February 3.

7. **SamTrans / Redi-Wheels Reports**

7.a. Performance Summary

Tina Dubost gave a summary of the ridership reports, noting that ridership is stabilizing and that in future reports, “taxi” will be changed to “supplemental rides”.

Questions

Larisa Vaserman asked why Silver Ride was unavailable to help with her recent experience over the weekend.

Kathy Uhl asked why the on-time performance is down.

- Tina Dubost said that there are a few factors affecting on-time performance and that many small changes will be made to address it.

Ms. Uhl suggested having a roundtable discussion with Redi-Wheels riders to help the PAC identify opportunities for improvement.

7.c. Comment Statistics Report

Tina Dubost reviewed the comment statistics reports.

7.d. Safety Report

There was no safety report.

8. **Updates and Items of Interest**

8.a. Agencies

No update.

8.b. County Commissions (CoA and CoD)

No update for CoA or CoD.

8.c. Center for Independence (CID)

Ben McMullan reported that the CID has a new interim Executive Director.

8.d. Coastside Transportation Committee (CTC)

No update.

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

Sandra Lang reported that the TA-CAC met on February 3. The Committee heard financial reports, an update to the TA's Strategic Plan, and information about the 101 Corridor Connect improvement plan. The next meeting will be on March 3.

8.f. Department of Rehabilitation (DOR)

No update.

8.g. ADA Policy Refresher

Tina Dubost reminded the Council that the ADA-required paratransit service area must be within $\frac{3}{4}$ of a mile of fixed route service. Ms. Dubost confirmed that SamTrans exceeds this requirement by providing paratransit service beyond $\frac{3}{4}$ of mile of regular service.

9. Other Business

Ben McMullan congratulated Marie on her retirement and thanked her for her service to the PAC.

Tina Dubost informed the Council that the PAC meeting in March will meet on the 3rd floor in the Gallagher Room.

10. Adjournment

The meeting was adjourned at 3:00pm.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Joshua Mello, Chief Planning Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of Service Report - January 2026**

Action

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

Significance

SamTrans: Clipper data continues to be incomplete during the region's ongoing transition to Next Generation Clipper. Data for riders using open payment to pay for their trip were not included in the ridership figures and are not available for the January 2026 SamTrans fixed-route ridership; as a result, data presented for January 2026 in this report is not complete. Once the issues are resolved, January 2026 ridership data will be updated and incorporated into internal reporting systems and in future reports.

The data available showed a decrease of 7.2 percent in weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Microtransit) in January 2026 compared to January 2025. The total monthly ridership showed a decrease of 10.8 percent in January 2026 compared to January 2025.

Microtransit: Average weekday ridership on all microtransit services was 158, and total ridership was 4,262. The average weekday ridership increased 20.2 percent compared to January 2025, and the total ridership increased 25.6 percent compared to January 2025.

Youth Unlimited Pass: For January 2026, Youth Unlimited Pass usage decreased 1.1 percent compared to January 2025.

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

- **Preventable Accidents** – There were 15 preventable accidents in January 2026 (7 from District and 8 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.7 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 51 service calls in January 2026 (27 from District and 24 from contracted services). The goal is to have one or fewer

service calls per every 25,000 miles. This goal remains relevant to the long-standing diesel powered fixed-route buses, but not relevant to new emerging technologies like battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs).

For zero emission buses (ZEBs), the District is setting a separate 10,000-mile between service call goal. This is an interim performance standard that aligns with current conditions emanating from manufacturer support, supply chain, and maturity of the new technology. During the introduction to revenue service, the ZEBs achieved a lower than expected performance compared to the diesel sub-fleets. The diesel sub-fleet achieved 28,498 miles between service calls whereas the ZEBs sub-fleet obtained 8,647 miles between service calls.

- **On-Time-Performance (OTP)** – January 2026 systemwide OTP was 82.0 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service did not meet this goal.
- **Did Not Operate (DNOs)** – In January 2026, there were 6 total DNOs. The goal is to miss less than 0.1 percent of scheduled trips. Fixed-route service met this goal with 0.01 percent missed trips.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jan-24	Jan-25	Jan-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	29,851	33,929	31,301	-7.7%	30,977	34,134	34,325	0.6%
Paratransit	699	738	751	1.8%	714	754	758	0.6%
Shuttles	1,656	1,774	1,729	-2.5%	1,714	1,802	1,812	0.6%
Microtransit	127	132	158	20.2%	127	128	160	25.1%
Total	32,333	36,573	33,939	-7.2%	33,532	36,817	37,055	0.6%

SAMTRANS Total Ridership								
Mode	Jan-24	Jan-25	Jan-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	795,334	906,364	805,100	-11.2%	5,711,332	6,308,791	6,289,651	-0.3%
Paratransit	18,283	19,049	18,640	-2.1%	128,610	135,842	136,536	0.5%
Shuttles	34,131	36,430	33,406	-8.3%	248,263	262,736	263,528	0.3%
Microtransit	3,699	3,393	4,262	25.6%	24,630	23,970	30,212	26.0%
Total	851,447	965,236	861,408	-10.8%	6,112,835	6,731,339	6,719,927	-0.2%

CALTRAIN Average Weekday Ridership								
Mode	Jan-24	Jan-25	Jan-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	19,790	29,052	37,827	30.2%	20,000	25,802	38,354	48.7%

CALTRAIN Total Ridership								
Mode	Jan-24	Jan-25	Jan-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	485,165	734,837	932,534	26.9%	3,386,210	4,634,851	6,872,423	48.3%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jan-24	Jan-25	Jan-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	89	84	88	4.8%	98	92	90	-2.2%
BART (San Mateo County)	15,881	17,021	20,094	18.1%	17,915	18,795	20,896	11.2%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jan-24	Jan-25	Jan-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	1,964	1,838	1,839	0.1%	14,459	13,850	13,458	-2.8%
BART (San Mateo County)	420,688	458,989	537,933	17.2%	3,410,093	3,548,376	3,953,311	11.4%

IMPORTANT NOTES:

Due to data issues with Next Generation Clipper, January 2026 SamTrans' fixed-route ridership is incomplete and does not include trips paid using open payment as it was not available for this report.

Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service.

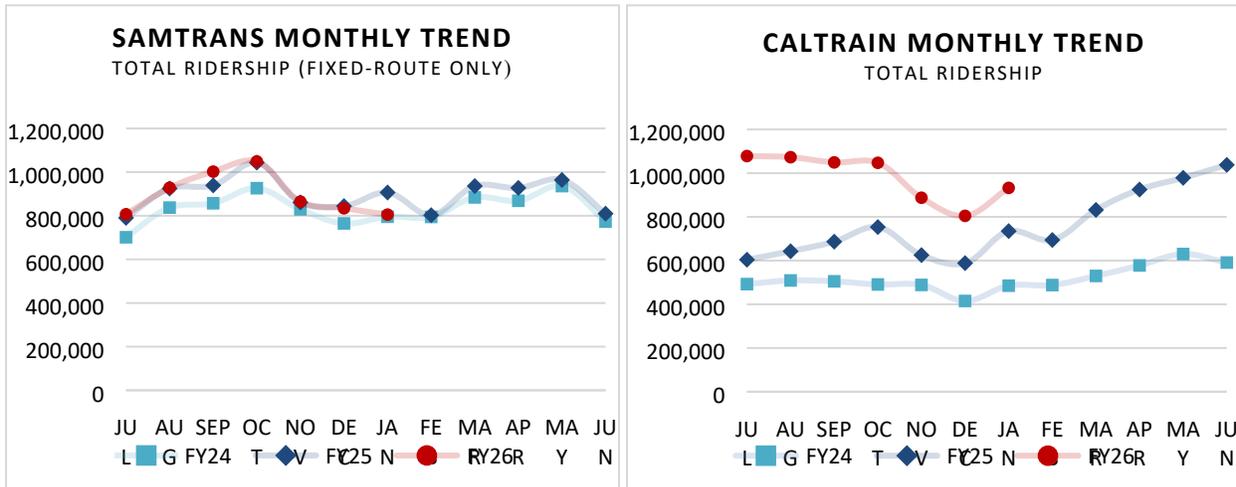
Microtransit ridership includes Ride Plus and SamCoast.

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

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

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

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Jan-24	Jan-25	Jan-26
Adult	484,283	558,707	479,519
Eligible Discount	176,086	190,823	187,880
Youth	134,965	156,834	137,701
--- Youth Unlimited Pass	66,320	89,499	88,528
Total	795,334	906,364	805,100

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jan-24	Jan-25	Jan-26
On-Time Performance	82.3%	83.0%	82.0%
Preventable Accidents	6	20	15
— District	4	16	7
— Contracted Services	2	4	8
Service Calls	31	42	51
— District	14	23	27
— Contracted Services	17	19	24
Trips Scheduled	40,802	49,353	49,644
Did Not Operate DNOs	5	50	6

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jan-24	Jan-25	Jan-26
Revenue Hours (Scheduled)	51,332	61,148	59,823
Revenue Miles (Scheduled)	512,336	602,568	596,907
Total Fleet Miles (Actual)	788,530	872,129	865,950

MICROTRANSIT Ride Plus Key Performance Indicators			
KPI	Jan-24	Jan-25	Jan-26
Total Ridership	3,468	3,030	4,016
— East Palo Alto Trips	2,581	2,188	2,764
— Half Moon Bay Trips	887	842	1,252
Active Users	372	284	417
New Registrations	163	20	60
Total Downloads	279	317	302
— iOS Downloads	238	244	243
— Android Downloads	41	73	59
Load Factor	1.3	1.1	1.1

PARATRANSIT Operations Key Performance Indicators			
KPI	Jan-24	Jan-25	Jan-26
On-Time Performance (RW)	92.9%	90.4%	77.4%
On-Time Performance (RC)	92.9%	92.2%	84.0%
Preventable Accidents (RW)	1	2	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	3	5
Service Calls (RC)	0	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jan-24	Jan-25	Jan-26
Revenue Miles (RW)	150,474	162,483	143,520
Revenue Miles (RC)	19,614	22,757	12,000
Fleet Miles (RW)	170,219	183,974	163,659
Fleet Miles (RC)	26,358	29,652	20,858

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 57,730 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 16,979 miles between Service Calls this month.

Broken down, the diesel fleet had 28,498 miles between Service Calls this month, while the Zero Emission fleet had 8,647 miles between Service Calls.

Scheduled includes in-service and layover.

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

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

RW = Redi-Wheels

RC = RediCoast

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Bus	35,828	29,851	33,929	31,301	87.4%
Paratransit	1,051	699	738	751	71.5%
Shuttles	11,022	1,656	1,774	1,729	15.7%
Microtransit	13	127	132	158	1216.5%
Total	47,914	32,333	36,573	33,939	70.8%

SAMTRANS Total Ridership					
Mode	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Bus	921,713	795,334	906,364	805,100	87.3%
Paratransit	26,163	18,283	19,049	18,640	71.2%
Shuttles	244,408	34,131	36,430	33,406	13.7%
Microtransit	340	3,699	3,393	4,262	1253.5%
Total	1,192,624	851,447	965,236	861,408	72.2%

CALTRAIN Average Weekday Ridership					
Mode	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Caltrain	64,806	19,790	29,052	37,827	58.4%

CALTRAIN Total Ridership					
Mode	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Caltrain	1,539,666	485,165	734,837	932,534	60.6%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Dumbarton	133	89	84	88	66.1%
BART (San Mateo County)	42,555	15,881	17,021	20,094	47.2%

OTHER MODES in San Mateo County Total Ridership					
Mode	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Dumbarton	2,928	1,964	1,838	1,839	62.8%
BART (San Mateo County)	1,052,133	420,688	458,989	537,933	51.1%

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

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 87.4 percent of pre-pandemic levels (2020) for this month of January 2026.

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Jan-20	Jan-24	Jan-25	Jan-26	% ³
Adult	481,911	484,283	558,707	479,519	99.5%
Youth	200,943	134,965	156,834	137,701	68.5%
Eligible Discount	238,859	176,086	190,823	187,880	78.7%
Total	921,713	795,334	906,364	805,100	87.3%

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2020).

Dumbarton Express and Ride Plus service are excluded.

IMPORTANT NOTES:

Due to data issues with Next Generation Clipper, January 2026 SamTrans' fixed-route ridership is not complete and does not include trips paid using open payment as it was not available for this report.

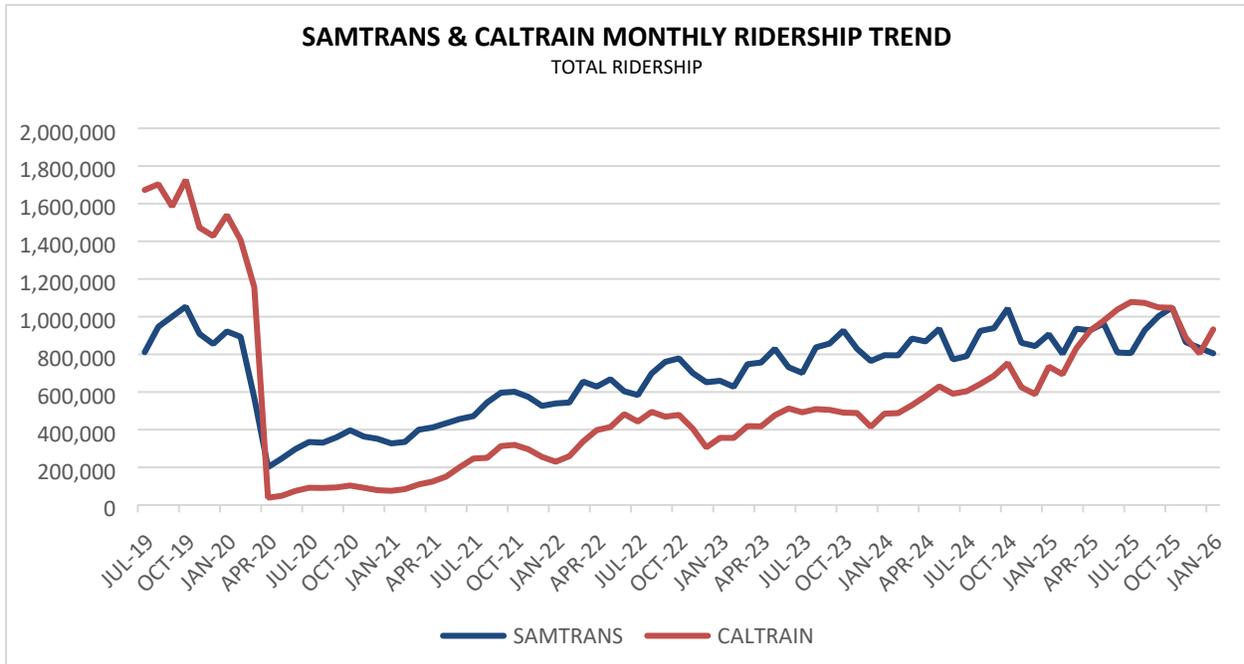
Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service.

Microtransit ridership includes Ride Plus and SamCoast.

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

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



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jan-24	Jan-25	Jan-26
Complaints	77	94	141
Accessibility	12	10	9
Compliments	13	13	8
Service Requests	44	26	41
Reports Total	146	143	199

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

The total number of reports for SamTrans increased 39.2% from 146 reports in January 2025 to 199 reports in January 2026.

Prepared By: Emily Chen

Senior Planner, Operations Planning

650-551-6127

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Joshua Mello, Chief Planning Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of Service Report - February 2026**

Action

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

Significance

SamTrans: Clipper data continues to be incomplete during the region's ongoing transition to Next Generation Clipper. Data for riders using open payment to pay for their trip was not included in the ridership figures and are not available for the February 2026 SamTrans fixed-route ridership; as a result, data presented for February 2026 in this report is not complete. Once the issues are resolved, February 2026 ridership data will be updated and incorporated into internal reporting systems and in future reports.

The data available showed a decrease of 12.3 percent in weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Microtransit) in February 2026 compared to February 2025. The total monthly ridership showed a decrease of 11.4 percent in February 2026 compared to February 2025.

Microtransit: Average weekday ridership on all microtransit services was 153, and total ridership was 3,863. The average weekday ridership increased 13.6 percent compared to February 2025, and the total ridership increased 21.3 percent compared to February 2025.

Youth Unlimited Pass: For February 2026, Youth Unlimited Pass usage increased 2.0 percent compared to February 2025.

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

- **Preventable Accidents** – There were 12 preventable accidents in February 2026 (6 from District and 6 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.5 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 49 service calls in February 2026 (24 from District and 25 from contracted services). The goal is to have one or fewer

service calls per every 25,000 miles. Fixed-route service did not meet its goal with 1.5 service calls per 25,000 miles. It should be noted that for the District’s service calls a disproportionate amount are attributable to the zero-emission bus fleet. The diesel sub-fleet had 38,047.9 miles between service calls and the zero-emission bus sub-fleet had 8,298.9 miles between service calls.

- **On-Time-Performance (OTP)** – February 2026 systemwide OTP was 82.4 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service did not meet this goal.
- **Did Not Operate (DNOs)** – In February 2026, there were 4 total DNOs. The goal is to miss less than 0.1 percent of scheduled trips. Fixed-route service met this goal with 0.01 percent missed trips.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Feb-24	Feb-25	Feb-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	31,629	33,156	29,087	-12.3%	31,058	34,012	33,670	-1.0%
Paratransit	719	730	740	1.4%	715	751	756	0.7%
Shuttles	1,410	1,873	1,500	-19.9%	1,676	1,811	1,773	-2.1%
Microtransit	118	135	153	13.6%	126	129	159	23.6%
Total	33,876	35,894	31,480	-12.3%	33,575	36,701	36,359	-0.9%

SAMTRANS Total Ridership								
Mode	Feb-24	Feb-25	Feb-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Bus	794,616	802,505	705,532	-12.1%	6,505,948	7,111,296	6,995,183	-1.6%
Paratransit	17,768	17,275	17,715	2.5%	146,378	153,117	154,251	0.7%
Shuttles	28,279	35,999	33,951	-5.7%	276,542	298,735	297,479	-0.4%
Microtransit	3,105	3,185	3,863	21.3%	27,735	27,155	34,075	25.5%
Total	843,768	858,964	761,061	-11.4%	6,956,603	7,590,303	7,480,988	-1.4%

CALTRAIN Average Weekday Ridership								
Mode	Feb-24	Feb-25	Feb-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	21,193	30,077	38,587	28.3%	20,149	26,336	38,384	45.7%

CALTRAIN Total Ridership								
Mode	Feb-24	Feb-25	Feb-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Caltrain	487,979	694,147	906,148	30.5%	3,874,189	5,328,998	7,778,571	46.0%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Feb-24	Feb-25	Feb-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	95	91	93	2.2%	97	92	91	-1.6%
BART (San Mateo County)	16,368	17,577	20,901	18.9%	17,721	18,643	20,896	12.1%

OTHER MODES in San Mateo County Total Ridership								
Mode	Feb-24	Feb-25	Feb-26	%Δ ¹	YTD FY24	YTD FY25	YTD FY26	%Δ ²
Dumbarton	1,910	1,725	1,771	2.7%	16,369	15,575	15,229	-2.2%
BART (San Mateo County)	409,200	432,693	517,522	19.6%	3,819,293	3,981,069	4,470,833	12.3%

IMPORTANT NOTES:

Due to data issues with Next Generation Clipper, February 2026 SamTrans’ fixed-route ridership is incomplete and does not include trips paid using open payment as it was not available for this report.

Total row may not add up due to rounding.

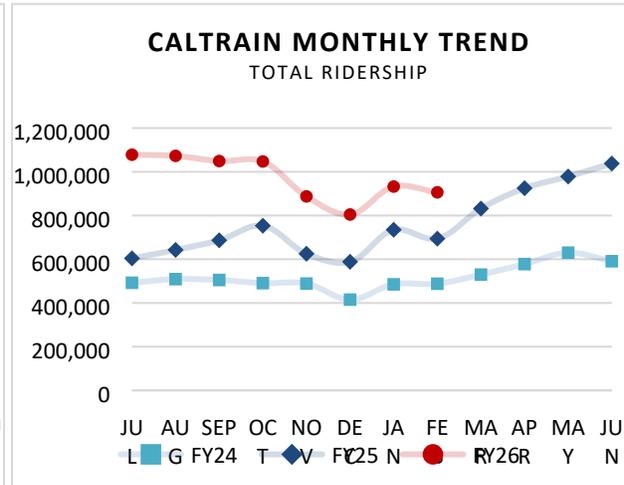
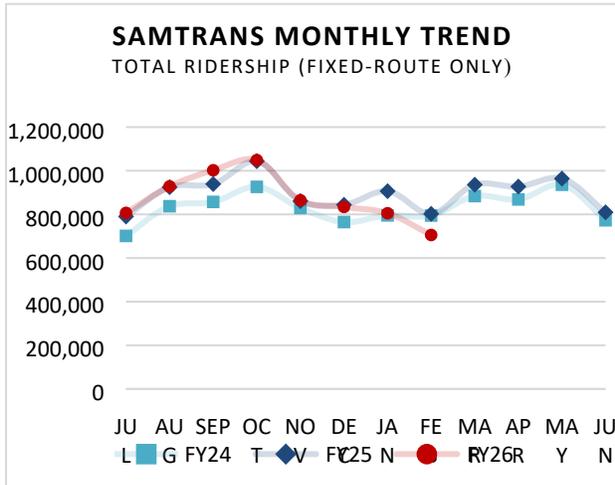
SamTrans (Bus) ridership includes Fixed-Route service.

Microtransit ridership includes Ride Plus and SamCoast.

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

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

%Δ¹ indicates the percentage change for the month, current year to previous year.
%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Feb-24	Feb-25	Feb-26
Adult	490,169	504,681	419,538
Eligible Discount	168,477	163,076	166,838
Youth	135,970	134,748	119,156
--- Youth Unlimited Pass	69,162	79,028	80,647
Total	794,616	802,505	705,532

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Feb-24	Feb-25	Feb-26
On-Time Performance	81.2%	82.6%	82.4%
Preventable Accidents	12	16	12
— District	6	13	6
— Contracted Services	6	3	6
Service Calls	25	37	49
— District	16	23	24
— Contracted Services	9	14	25
Trips Scheduled	39,159	44,946	45,452
Did Not Operate DNOs	58	106	4

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Feb-24	Feb-25	Feb-26
Revenue Hours (Scheduled)	50,537	56,026	55,036
Revenue Miles (Scheduled)	497,959	546,240	545,631
Total Fleet Miles (Actual)	749,715	791,120	796,612

MICROTRANSIT Ride Plus Key Performance Indicators			
KPI	Feb-24	Feb-25	Feb-26
Total Ridership	2,792	2,662	3,593
— East Palo Alto Trips	1,996	1,847	2,479
— Half Moon Bay Trips	796	815	1,114
Active Users	345	181	383
New Registrations	154	120	63
Total Downloads	252	279	236
— iOS Downloads	219	238	196
— Android Downloads	33	41	40
Load Factor	1.2	1.1	1.1

PARATRANSIT Operations Key Performance Indicators			
KPI	Feb-24	Feb-25	Feb-26
On-Time Performance (RW)	88.8%	87.1%	81.2%
On-Time Performance (RC)	93.8%	92.2%	87.9%
Preventable Accidents (RW)	1	3	2
Preventable Accidents (RC)	0	1	0
Service Calls (RW)	3	4	7
Service Calls (RC)	0	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	Feb-24	Feb-25	Feb-26
Revenue Miles (RW)	147,738	149,774	134,221
Revenue Miles (RC)	17,595	18,199	12,403
Fleet Miles (RW)	165,428	168,822	152,212
Fleet Miles (RC)	23,763	22,235	21,308

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 57,730 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 16,257 miles between Service Calls this month.

Broken down, the diesel fleet had 38,048 miles between Service Calls this month, while the Zero Emission fleet had 8,299 miles between Service Calls.

Scheduled includes in-service and layover.

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

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

RW = Redi-Wheels
RC = RediCoast

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Bus	37,099	31,629	33,156	29,087	78.4%
Paratransit	1,046	719	730	740	70.7%
Shuttles	12,135	1,410	1,873	1,500	12.4%
Microtransit	14	118	135	153	1092.9%
Total	50,294	33,876	35,894	31,480	62.6%

SAMTRANS Total Ridership					
Mode	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Bus	893,407	794,616	802,505	705,532	79.0%
Paratransit	25,538	17,768	17,275	17,715	69.4%
Shuttles	238,246	28,279	35,999	33,951	14.3%
Microtransit	319	3,105	3,185	3,863	1211.0%
Total	1,157,510	843,768	858,964	761,061	65.7%

CALTRAIN Average Weekday Ridership					
Mode	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Caltrain	67,218	21,193	30,077	38,587	57.4%

CALTRAIN Total Ridership					
Mode	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Caltrain	1,406,951	487,979	694,147	906,148	64.4%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Dumbarton	142	95	91	93	65.5%
BART (San Mateo County)	43,088	16,368	17,577	20,901	48.5%

OTHER MODES in San Mateo County Total Ridership					
Mode	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Dumbarton	2,706	1,910	1,725	1,771	65.4%
BART (San Mateo County)	977,245	409,200	432,693	517,522	53.0%

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

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 78.4 percent of pre-pandemic levels (2020) for this month of February 2026.

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Feb-20	Feb-24	Feb-25	Feb-26	% ³
Adult	477,304	490,169	504,681	419,538	87.9%
Youth	182,369	135,970	134,748	119,156	65.3%
Eligible Discount	234,505	168,477	163,076	166,838	71.1%
Total	894,178	794,616	802,505	705,532	78.9%

%³ indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2020).

Dumbarton and demand-response service are excluded.

IMPORTANT NOTES:

Due to data issues with Next Generation Clipper, February 2026 SamTrans' fixed-route ridership is not complete and does not include trips paid using open payment as it was not available for this report.

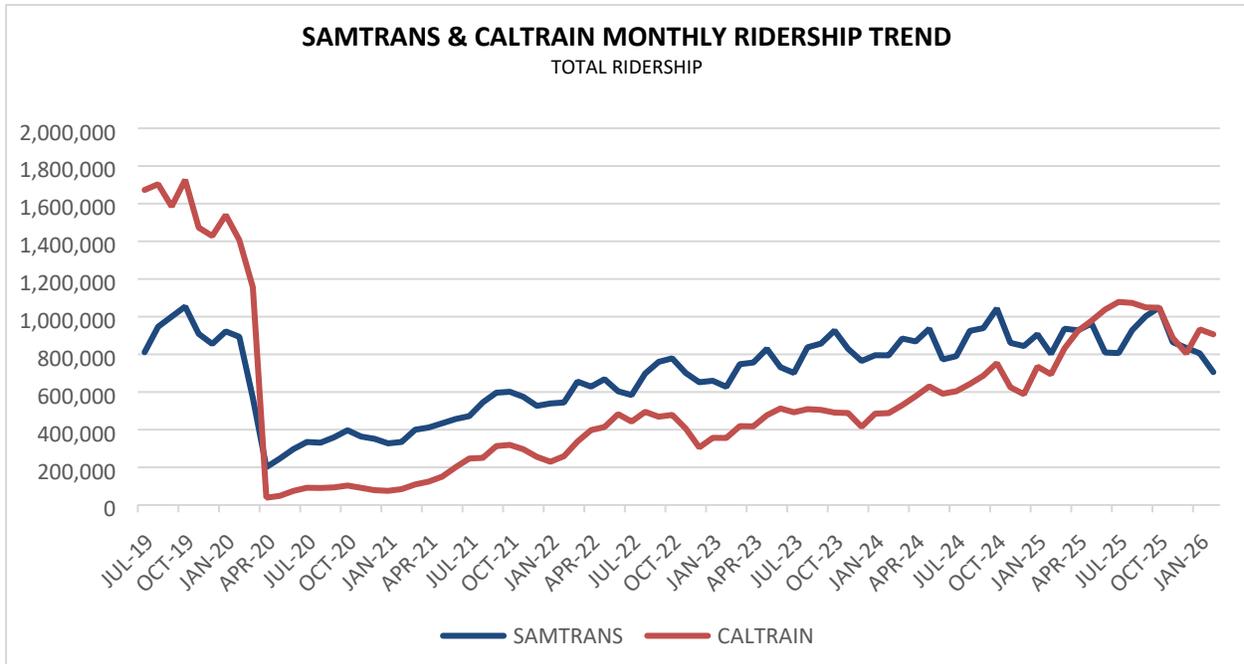
Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service.

Microtransit ridership includes Ride Plus and SamCoast.

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

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



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Feb-24	Feb-25	Feb-26
Complaints	104	95	105
Accessibility	15	6	10
Compliments	24	11	13
Service Requests	69	29	82
Reports Total	212	141	210

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

The total number of reports for SamTrans increased 48.9% from 141 reports in February 2025 to 210 reports in February 2026.

Prepared By: Emily Chen

Senior Planner, Operations Planning

650-551-6127

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

April 1, 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

- 9.a. Call to Order
- 9.b. Approval of Minutes of the Finance Committee Meeting of March 4, 2026 Motion
- 9.c. Amending to Increase Fiscal Year 2026 and Fiscal Year 2027 Capital Budgets by \$13,677,872 and \$33,228,603, to \$32,244,956 and \$38,932,754, Respectively Motion
- 9.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
Finance Committee Meeting / Committee of the Whole**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of March 4, 2026

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

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

Staff Present: J. Baugh, O. Brown, J. Cassman, A. Chan, H. Chan, K. Jordan Steiner, L. Ko, J. Mello, M. Tseng, S. van Hoften, K. Yin

10.a. Call to Order

Committee Chair Medina called the meeting to order at 4:19 pm.

10.b. Approval of Minutes of the Finance Committee Meeting of February 4, 2026

Motion/Second: Esser/Canepa

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

Noes: None

Absent: None

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

Joshuah Mello, Chief Planning Officer, and Janni Baugh, Acting Director, Real Estate, provided the presentation that included additional parking through BART or alternate offsite location to accommodate 13 paratransit vehicles, 35 San Mateo County Transit District and Caltrain pool cars, and 20 San Mateo County Sheriff's vehicles due to limited parking at the new headquarters. Costs to be shared with Peninsula Corridor Joint Powers Board (JPB), related to pool vehicles and Sheriff's vehicles.

Motion/Second: Gee/Canepa

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

Noes: None

Absent: None

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

Omar Brown, Acting Deputy Director, Safety and Security, and Kevin Yin, Director, Contracts and Procurement, provided the presentation that included that dual facing AI-technology cameras would aid in accident prevention, accident-related cost reduction, and safety metric improvements. Operator behavior would be tracked, recorded, and coached for correction.

Staff provided further clarification in response to the following Board comments and questions regarding AI location, data storage access, and security; impact on insurance costs; software auditing and footage reviewal; current footage retention; correction management, policy coverage, and change management.

Public Comment

Aleta Dupree, Team Folds, commented on cautious driving and AI usage.

Motion/Second: Chuang/Esser

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

Noes: None

Absent: None

Director Medina left the meeting at 4:49 pm.

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

Mr. Yin and Hubert Chan, Director, Facilities Maintenance, provided the presentation that included the previous Board-approved contract terms and capacity, re-solicitation; turnaround time, workload management, cost management, and administrative maintenance benefits; and work directive flexibility and funding. The contract was amended to a five-year term.

Staff provided further clarification in response to the following Board comments and questions regarding term restrictions, on-call efficiency, contract term determination, and previous contract capacity.

Motion/Second: Speier/Canepa

Voice Vote for Ayes: Canepa, Fraser, Powell, Ratto, Speier, Esser

Board Chair Chuang requested an amendment to the motion for a five-year contract term.

Director Speier rescinded the motion.

Motion with a Five-Year Contract Term/Second: Chuang/Esser
Ayes: Canepa, Fraser, Gee, Powell, Ratto, Speier, Esser, Chuang
Noes: None
Absent: Medina

10.f. Receive Quarterly Financial Report Fiscal Year 2026 Quarter 2 Results and Financial Outlook

Kate Jordan Steiner, Chief Financial Officer, provided the presentation that included year-to-date results, sources, uses, and risk favorability; source increases due to higher investment returns; and operating revenue and operating expenses are projected better-than-budget net position favorability.

Director Fraser left the meeting at 5:07 pm.

Staff provided further clarification in response to the following Board comments and questions regarding favorable revenue variances due to interest income and HdL Companies for sales tax forecasting.

10.g. Adjourn – The meeting adjourned at 5:13 pm.

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Amending to Increase Fiscal Year 2026 and Fiscal Year 2027 Capital Budgets by \$13,677,872 and \$33,228,603, to \$32,244,956 and \$38,932,754, Respectively**

Action

Staff proposes the Finance Committee recommend the Board of Directors (Board) for the San Mateo County Transit District (District) amend to increase the Fiscal Year 2026 (FY26) and Fiscal Year 2027 (FY27) Capital Budgets as follows and as more specifically set forth in Attachment B:

- FY26 Capital Budget: Increase by \$13,677,872, from \$18,567,084 to \$32,244,956, and
- FY27 Capital Budget: Increase by \$33,228,603, from \$5,704,151 to \$38,932,754.

Significance

Approval of the proposed increases to the FY26 and FY27 Capital Budgets will provide budget authority for prioritized capital projects, including to:

- Authorize funding for projects that have completed further evaluation for feasibility, readiness, and alignment with delivery capacity; and
- Incorporate refined project cost estimates and updated operational needs, and
- Maintain alignment with the District's 10-Year Capital Improvement Plan (CIP).

Staff plan to return to the Board in FY27 with a subsequent capital budget amendment as additional projects advance through the capital review process. This phased approach aligns project authorization with readiness, funding availability, and key policy decisions while preserving the District's flexibility to respond to changing environments.

A subset of FY26 and FY27 projects identified in the 10-Year CIP is not included in this action and is expected to be brought forward in a future budget amendment for the following reasons:

- North Base-related projects are pending the outcome of the North Base relocation study and subsequent Board direction.

- Zero Emission Bus (ZEB)-related investments are pending Board direction on fleet strategy, including the preferred technology pathway (clean diesel, hydrogen, or battery electric).
- Projects not requiring immediate funding have been deferred to better align funding with project timing and implementation readiness.

Budget Impact

The proposed amendment increases the FY26 and FY27 Capital Budgets by \$13,677,872 and \$33,228,603, respectively, as summarized below.

Capital Categories (\$ in Millions)	FY26 Budget Amendment	FY27 Budget Amendment
Revenue Vehicle Support	\$ -	\$2.8
Facilities / Construction	2.5	8.1
Infrastructure	4.6	19.6
Information Technology	1.1	2.3
Planning / Development	5.7	0.5
Non-Revenue Vehicle Support / Safety and Security *	(0.3)	(0.1)
Total	\$13.6	\$33.2

*Project estimates have been reduced based on current needs

Funding to support the proposed amendment includes a combination of federal, state, regional, and local sources, as summarized below.

Capital Sources of Funds (\$ in Millions)	FY26 Budget Amendment	FY27 Budget Amendment
Federal	\$3.4	\$2.3
State	1.3	1.8
District Funds	6.0	17.5
Other	2.9	5.9
Discretionary (Federal/State/Local)	-	5.7
Total	\$13.6	\$33.2

Staff is actively pursuing competitive and discretionary grant funding opportunities in the amount of \$5.7 million for FY27 to reduce the District’s share of project costs where eligible. If the discretionary grant funding is not secured or awarded, the project costs will be supported

through District Funds, primarily derived from prior years' surplus, including sales tax revenues, that have been set aside for the 10-Year CIP.

Background

On June 4, 2025, pursuant to Resolution No. 2025-27, the Board adopted the FY26 and FY27 Capital Budgets of \$4.7 million and \$5.7 million, respectively, which included capital projects requiring immediate funding, annual or recurring requests, and State of Good Repair (SOGR) projects. These projects were prioritized based on urgency, operational necessity, regulatory requirements, and readiness to proceed at the time of adoption. Subsequently, on August 6, 2025, the Board approved an amendment to the FY26 Capital Budget, pursuant to Resolution No. 2025-37, to add \$13.9 million to the Permanent Battery Electric Bus (BEB) Charging Infrastructure Project to increase budget authority to issue the construction contract.

On July 2, 2025, pursuant to Resolution No. 2025-33, the Board approved the 10-Year CIP as a long-range planning document that guides the District's capital investments through 2035. The CIP supports delivery of projects that maintain a state of good repair, fulfill regulatory mandates, advance Board priorities, and align with the District's strategic plan, Moving San Mateo County (adopted in November 2024).

The CIP serves as a strategic, long-term roadmap, while the Capital Budget represents the tactical, actionable plan to implement it. For FY26 and FY27, staff implemented a new process whereby they conducted a comprehensive review of proposed projects through a structured process involving two committees: the Capital Working Group (CWG) and the Executive Capital Review Committee (ECRC). These committees assess project feasibility, resource capacity, funding availability, and coordination with other capital initiatives. The process resulted in the following updates:

Post CIP Review Process	FY26/FY27 Amount (\$ in Millions)	Major Projects
Original CIP Requests	\$185.2	
Adopted in June 2025	(\$10.4)	
Amended in August 2025	(\$13.9)	BEB Charging Infrastructure
CIP Projects Under Review	\$160.9	
Additions	\$39.4	
New Projects (not included in CIP)	\$20.3	Grand Boulevard and Dumbarton Busway (both of which received grants), North Base Power Resilience and Electric Vehicle (EV) Charging
Project Estimate Updates	\$19.1	BEB and Fuel Cell Electric Bus Infrastructure for construction contract award
Reductions	(\$30.1)	
Deferral	(\$2.7)	Bus Stop ADA Retrofit schedule adjustment
Scope Reduction	(\$27.4)	Bus Stop Improvement Plan Project schedule adjustment and right-sized IT Projects
Projects Considered for Future Amendment	(\$123.4)	
Proposed Capital Budget Amendment	\$46.8M	

Staff is adhering to the intent of the CIP, even if the timing or cost has changed. Following are the revised FY26 and FY27 capital project requests by category.

Revenue Vehicle Replacement / Support: \$2,839,321 (FY27)

Redi-Wheels Replacement of (13) 2020 El Dorado Aerotech Paratransit Gasoline Cutaway (New Project) – Budget Through FY27: \$2,839,321

Procure 13 gasoline-powered Transit Vans to replace existing 2020 Redi-Wheels vehicles that have reached the end of their seven-year useful life.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Redi-Wheels Replacement of (13) 2020 El Dorado Aerotech Paratransit Gasoline Cutaway	-	-	1.12	2,839,321	

Non-Revenue Vehicle Replacement / Support: (\$49,818) (FY27)

Maintenance Equipment (Recurring Project; Annual Request Varies)

Replace two (2) emergency response motorcycles and equipment to maintain operational readiness. The budget request reflects a reduction based on refined equipment needs and updated cost estimates.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Maintenance Equipment	-	-	2.02	(49,818)	

Facilities / Construction: \$2,548,000 (FY26) and \$8,037,100 (FY27)

Bus Stop Improvement Plan (BSIP) - Initial Implementation – Budget Through FY27: \$8,145,800

Implement improvements at approximately 225 bus stop locations through a seven-phase program scheduled from FY26 through FY31.

FY26: Complete design for Phase I bus stops and initiate procurement for (26) bus stop locations.

FY27: Construct (26) Phase I bus stop improvements and initiate design for (6) Phase II locations.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Bus Stop Improvement Plan (BSIP) - Initial Implementation	3.16	809,400	3.13	3,488,400	

Operator Restrooms – Construction – Budget Through FY27: \$5,062,000

Design, procure, and construct permanent or semi-permanent operator restroom facilities at priority transit locations. Initial efforts included evaluation of 40 potential sites, with six pilot locations identified for phased implementation.

FY26: Complete design for permanent/semi-permanent restrooms for one pilot site.

FY27: Procure and/or construct the first pilot site and continue development of the next five pilot locations.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Operator Restrooms - Construction	3.17	700,000	3.14	1,425,000	

Facilities Smaller Projects (Recurring Project; Annual Request Varies)

Address unscheduled repairs or replacements throughout District facilities to maintain a state of good repair.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Facilities Smaller Projects	3.18	715,000	3.15	945,000	

North Base and South Base Roof Replacement Assessment (New Project) – Budget Through FY27: \$2,069,100

Replace aging roof systems at the District’s North Base (NB) and South Base (SB) facilities, which are over 40 years old and largely retain original construction components. This project establishes a multi-phase program to address long-term facility preservation.

FY26: Assess and design roof replacement at NB and SB.

FY27: Execute roof replacements for NB and SB buildings, primarily NB Building 100, SB Building 100, and SB Building200.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
NB and SB Roof Replacement Assessment	3.19	273,600	3.16	1,795,500	

Dumbarton Bridge Safety / Maintenance Assessment (New Project) – Budget Through FY27: \$228,000

Assess and develop a maintenance strategy for the District-owned railway bridge over Highway 101 along the Dumbarton Corridor. The bridge is a legacy asset with ongoing maintenance requirements.

FY26: Conduct a detailed field assessment and engineering report to identify structural, mechanical, electrical, and state of good repair needs.

FY27: Develop a maintenance plan and cost estimated for recommended state of good repair actions.

Project Title	Item #	FY26 Budget Amendment	Item #	FY27 Budget Amendment
Dumbarton Bridge Safety / Maintenance Assessment	3.20	50,000	3.17	178,000

Dumbarton Corridor Fencing (New Project) – Budget Through FY27: \$205,200

Install no-climb fencing and key-controlled gates at select locations on both the Peninsula and Newark sides to prevent unauthorized access.

FY27: Conduct planning, site assessment, and design to identify priority locations, refine cost estimates, and prepare for future construction authorization.

Project Title	Item #	FY26 Budget Amendment	Item #	FY27 Budget Amendment
Dumbarton Corridor Fencing	-	-	3.18	205,200

Infrastructure: \$4,649,000 (FY26) and \$19,602,000 (FY27)

(37) Permanent Battery Electric Bus (BEB) Charging Infrastructure – Budget Through FY27: \$53,375,649

Design and construct BEB charging infrastructure to support 37 procured BEBs at South Base.

FY27: Provide project management, construction management, and inspection services for installation of the permanent BEB infrastructure.

Project Title	Item #	FY26 Budget Amendment	Item #	FY27 Budget Amendment
(37) Permanent Battery Electric Bus (BEB) Charging Infrastructure	-	-	4.19	2,000,000

Hydrogen Fuel Cell Electric Bus (FCEB) Fueling Station Infrastructure – Budget Through FY27: \$48,071,522

Design and construct hydrogen fueling infrastructure and modify maintenance facilities at North Base to support deployment of FCEBs as part of the District’s zero-emission transition.

FY26: Provide design and construction management services for modification of bus maintenance bays at the North Bay and South Base Maintenance Buildings.

FY27: Provide project management, construction management, and inspection services for the permanent hydrogen storage and fueling station at North Base. Initiate construction of additional bus maintenance bay modifications at North and South Base, phased in coordination with the retirement of diesel sub-fleets.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Hydrogen Fuel Cell Electric Bus (FCEB) Fueling Station Infrastructure	4.21	2,649,000	4.20	10,102,000	

NB Power Resilience and EV Charging – Budget Through FY27: \$10,580,000

Upgrade electrical infrastructure at North Base to support increased power demand from facility improvements and the permanent hydrogen fueling station. The project will replace existing campus switchgear in Building 700 and establish a dedicated electrical service to separate BEB charging from general facility operations.

FY26: Complete design and procure long-lead time equipment, as well as design and contract services related to procurement of equipment.

FY27: Fund construction of electrical systems within North Base Building 700, including installation, testing, and commissioning. Scope includes project management, construction management services, and inspection services.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
NB Power Resilience and EV Charging	4.22	2,000,000	4.21	7,500,000	

Information Technology: \$1,126,000 (FY26) and \$2,300,000 (FY27)

Safety Management System – Budget Through FY27: \$1,541,160

Implement a cloud-based Safety Management System to centralize safety reporting, incident tracking, and regulatory compliance for both bus and rail operations. The system will replace fragmented processes with a single platform to improve oversight, accountability, and data integrity.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Safety Management System	-	-	5.22	750,000	

Technology Refresh Project (Recurring Project; Annual Request Varies)

Cover periodic replacement of aging equipment and/or infrastructure including servers, network switches, and printers.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Technology Refresh Project	-	-	5.23	300,000	

Artificial Intelligence (New Project) – Budget Through FY27: \$700,000

Establish a District-wide Artificial Intelligence (AI) Enablement initiative to support structured, secure, and responsible adoption of AI tools across business and operational functions. The initiative will develop governance standards, prioritize high-value use cases, and guide phased deployment aligned with District objectives.

FY26: Fund a consultant to advise on AI strategy and develop use cases for applying Artificial Intelligence (AI).

FY27: Deploy AI solutions, beginning with recruiting, to improve efficiency and consistency in the hiring process, with potential expansion to procurement, safety and security, and finance.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Artificial Intelligence	5.23	250,000	5.24	450,000	

Data Center Modernization – Budget Through FY27: \$2,400,000

Modernize the District’s on-premises and cloud computing infrastructure through data center consolidation, cloud migration, governance framework development, and assessment of current capabilities to improve reliability, security, and scalability.

FY27: Implement infrastructure updates to support the move to the new Millbrae Headquarters, including network enhancements, replacement of aging data center equipment, and relocation of critical services to ensure secure and reliable operations.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Data Center Modernization	-	-	5.25	800,000	

Enterprise Performance Management (EPM) Upgrade – Budget Through FY27: \$3,176,000

Implement a modern, integrated budget system to replace manual, spreadsheet-based processes supporting operating and capital budgeting, position control, and forecasting. The budget request provides additional resources to support staff time dedicated to system implementation, configuration, testing, and deployment activities.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
EPM Upgrade	5.24	876,000	-	-	

Safety and Security: (\$285,000) (FY26)

Base Security

Implement engineering controls to enhance base security, including electronic gate access, key card entry for buildings and off-site restrooms, upgraded lighting, perimeter fencing, and new CCTV systems. This project was previously adopted as part of the FY26 and FY27 Capital Budgets. Following further evaluation of operational priorities, the proposed amendment recommends removal of the project from the Capital Budget.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Base Security	6.10	(285,000)	-	-	

Planning / Development: \$5,639,872 (FY26) and \$500,000 (FY27)

SamTrans Transit-Oriented Development (TOD) Program (Recurring Project; Annual Request Varies)

Support ongoing Transit-Oriented Development (TOD) program needs and initiate new TOD projects on District properties that generate revenue, provide housing, strengthen the connection between land use and transportation, increase ridership, and provide District transit operating and support facilities.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
SamTrans TOD Program	7.25	269,000	-	-	-

Grand Boulevard Initiative (New Project) – Budget Through FY27: \$4,720,872

Advance corridor improvements along El Camino Real through the Grand Boulevard Initiative (GBI), a multi-agency effort to improve safety, active transportation, and transit operations along this key regional corridor.

FY26: Initiate the Caltrans Project Initiation Document (PID) for GBI and continue corridor planning and coordination. Launch the Redwood City Bus Boarding Islands sub-project, including design of 11 to 13 concrete boarding islands to improve transit reliability and passenger access.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Grand Boulevard Initiative	7.26	4,720,872	-	-	-

Dumbarton Busway – Budget Through FY27: \$5,824,000

Advance evaluation for a proposed busway within the Dumbarton Rail Corridor to improve near-term transit connectivity between the Dumbarton Bridge and the Redwood City Transit Center. The project is currently in the feasibility study stage to assess technical, environmental, operational, and partnership considerations.

FY26: Utilize external funding to complete the feasibility and planning phase, including environmental scoping, partner coordination, and preliminary concept development.

FY27: Utilize external funding to advance the Preliminary Engineering and Environmental (PE/ENV) phase, including environmental review, agency approvals, and preliminary engineering, subject to feasibility outcomes.

Project Title	Item #	FY26 Budget		FY27 Budget	
		Amendment	Item #	Amendment	Item #
Dumbarton Busway	7.27	650,000	7.26	500,000	

Prepared By: Cleo Liao	Manager, Budgets	650-508-7756
Melanie Hartanto	Budget Analyst III	650-508-6478
Ladi Millard-Olmeda	Director, Budgets and Financial Analysis	650-508-7755

Resolution No. 2026 -

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

* * *

**Amending to Increase Fiscal Year 2026 and Fiscal Year 2027 Capital Budgets by \$13,677,872
and \$33,228,603, to \$32,244,956 and \$38,932,754, Respectively**

Whereas, on June 4, 2025, pursuant to Resolution No. 2025-27, the San Mateo County Transit District (District) Board of Directors (Board) adopted capital budgets for Fiscal Years 2025-26 (FY26) and 2026-27 (FY27) in the amount of \$4,698,405 and \$5,704,151, respectively; and

Whereas, on August 6, 2025, pursuant to Resolution No. 2025-37, the Board amended the FY26 Capital Budget to add \$13,868,679 to the "Permanent Battery Electric Bus (BEB) Charging Infrastructure Project" following the award of grant funding and authorization of the construction contract; and

Whereas, on July 2, 2025, pursuant to Resolution No. 2025-33, the Board adopted the FY26-29 Capital Improvement Plan (CIP) and FY26-35 10-Year Capital Program to guide the District's capital investments over four- and 10-year horizons; and

Whereas, staff conducted a structured review of the CIP projects through a multi-step process involving the Capital Working Group (CWG) and Executive Capital Review Committee (ECRC) to evaluate project feasibility, readiness, and alignment with available resources and delivery capacity; and

Whereas, based on the outcome of this review process, staff proposes amending to increase the FY26 and FY27 Capital Budgets by \$13,677,872 and \$33,228,603, to \$32,244,956 and \$38,932,754, respectively.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby amends to increase the Fiscal Year 2025-26 and Fiscal Year 2026-27 Capital Budgets by \$13,677,872 and \$33,228,603, to \$32,244,956 and \$38,932,754, respectively, copies of which are attached hereto and incorporated herein as Attachment B; and

Be It Further Resolved that the General Manager/CEO or designee is authorized to take any actions necessary to give effect to this resolution, including executing funding agreements and other documents required to receive the subject funds.

Regularly passed and adopted this 1st day of April, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



San Mateo County Transit District
Fiscal Year 2026 Revised Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY26 Adopted Budget	FY26 Budget Amendment #2	FY26 Revised Budget	FUNDING					
					Federal	State	District Funds	Other	Discretionary (federal/ state/ local) ¹	
1 REVENUE VEHICLE REPLACEMENT / SUPPORT										
1	Major Bus Components	Purchase new or rebuilt major bus parts or components that exceed \$5,000. Parts less than \$5K are captured in the operating budget.	\$ 606,520		\$ 606,520	\$ -	\$ -	\$ 606,520	\$ -	
Subtotal			\$ 606,520	\$ -	\$ 606,520	\$ -	\$ -	\$ 606,520	\$ -	\$ -
2 NON-REVENUE VEHICLE REPLACEMENT / SUPPORT										
2	Maintenance Equipment	Replace small shop equipment. Bus lift replacement	\$ 759,353		\$ 759,353	\$ -	\$ -	\$ 759,353	\$ -	
3	Replacement Non-Revenue Service Support Vehicles	Procure replacement of (13) Non-Rev Svc Suppt Veh: (10) 2016 Toyota Siennas and (3) 2016 Ford Fusions with hybrid vehicle technology.	\$ 479,232		\$ 479,232	\$ -	\$ -	\$ 479,232	\$ -	
Subtotal			\$ 1,238,585	\$ -	\$ 1,238,585	\$ -	\$ -	\$ 1,238,585	\$ -	\$ -
3 FACILITIES / CONSTRUCTION										
4	Brewster Office Trailers and Furnishings	Relocate two existing office trailers and furnish two new trailers with office furniture to accommodate Contracted Urban Bus (CUB) staff from the Brewster building. CUB operations remain at Brewster for a period of 7-10 years.	\$ 136,800		\$ 136,800	\$ -	\$ -	\$ 136,800	\$ -	
5	Concrete Replacement at NB, SB, and Sequoia Station	Replace failed concrete at District properties.	\$ 342,000		\$ 342,000	\$ -	\$ -	\$ 342,000	\$ -	
6	NB and SB High-Pressure Washing Bays, Hydraulic Lifts	Assess (4) hydraulic lifts at South Base that are used for high-pressure washing of engine compartment and undercarriage. Project includes short-term repairs and a long-term replacement plan for a modern and environmentally friendly option.	\$ 256,500		\$ 256,500	\$ -	\$ -	\$ 256,500	\$ -	
7	Replace NB Underground Utilities	Assess domestic water lines at North Base as well for simultaneous replacement as warranted. Replace corroded utilities (e.g., electrical system) caused by saltwater intrusion, currently pose safety and environmental risks.	\$ 342,000		\$ 342,000	\$ -	\$ -	\$ 342,000	\$ -	
8	NB and SB Sewer Lines: Assess, Repair, and/or Replace	Conduct assessment of sewer lines at North Base and South Base to evaluate saltwater intrusion. Activities include video inspection, potholing, and development of initial remedial plans.	\$ 114,000		\$ 114,000	\$ -	\$ -	\$ 114,000	\$ -	
9	NB and SB Shop Hydraulic Lifts	Evaluate (30) in-shop hydraulic lifts at North Base to develop a replacement strategy focusing on surface-mount electric / environmentally compliant lifts.	\$ 342,000		\$ 342,000	\$ -	\$ -	\$ 342,000	\$ -	
16	Bus Stop Improvement Plan (BSIP) - Initial Implementation	Complete design plans for Phase 1 and initiate procurement for (26) bus stop locations.	\$ -	\$ 809,400	\$ 809,400	\$ -	\$ -	\$ 174,515	\$ 634,885	
17	Operator Restrooms - Construction	Complete design for permanent / semi-permanent restroom for one pilot site.	\$ -	\$ 700,000	\$ 700,000	\$ -	\$ -	\$ 700,000	\$ -	
18	Facilities Smaller Projects	Address unscheduled repairs or replacements throughout District facilities state of good repair.	\$ -	\$ 715,000	\$ 715,000	\$ -	\$ -	\$ 715,000	\$ -	
19	NB and SB Roof Replacement Assessment	Assess and design of 40+ years old roofs replacement for buildings located at North Base and South Base.	\$ -	\$ 273,600	\$ 273,600	\$ -	\$ -	\$ 273,600	\$ -	
20	Dumbarton Bridge Safety / Maintenance Assessment	Conduct a detailed field assessment to identify safety / structural issues and applicable SOGR/remediation actions/costs. Key elements include site assessment of various mechanical/electrical components -- structural metal, erosion controls, mechanical equipment, electrical switchgear and related lights/sensors/transponders.	\$ -	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ 50,000	
Subtotal			\$ 1,533,300	\$ 2,548,000	\$ 4,081,300	\$ -	\$ -	\$ 3,396,415	\$ 684,885	\$ -



San Mateo County Transit District
Fiscal Year 2026 Revised Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY26 Adopted Budget	FY26 Budget Amendment #2	FY26 Revised Budget	FUNDING					
					Federal	State	District Funds	Other	Discretionary (federal/ state/ local) ¹	
4 INFRASTRUCTURE										
15	(37) Permanent Battery Electric Bus (BEB) Charging Infrastructure ²	Construction Manager General Contractor (CMGC) Contract has been awarded to Clark Construction, including procurement of long lead BEB infrastructure equipment at South Base for the 37 BEBs, will last 2 years from NTP.	\$ 13,868,679	\$ -	\$ 13,868,679	\$ -	\$ -	\$ -	\$ 13,868,679	
21	Hydrogen Fuel Cell Electric Bus (FCEB) Fueling Station Infrastructure	Fund project construction management services and design services for the modification of the maintenance bays at the North and South Base Maintenance Buildings.	\$ -	\$ 2,649,000	\$ 2,649,000	\$ -	\$ 1,324,500	\$ -	\$ 1,324,500	
22	NB Power Resilience and EV Charging	Complete design and procure long-lead time equipment, as well as design and contract services related to procurement of equipment.	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ -	
Subtotal			\$ 13,868,679	\$ 4,649,000	\$ 18,517,679	\$ -	\$ 1,324,500	\$ 2,000,000	\$ 15,193,179	\$ -
5 INFORMATION TECHNOLOGY / IT										
23	Artificial Intelligence	Fund a consultant to advise on AI strategy and develop use cases for applying AI.	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	
24	EPM Upgrade	Implement a modern, integrated budget system and add funding to support internal staff time for implementation. Total Project Budget (Post-Amendment): \$3,176,000	\$ -	\$ 876,000	\$ 876,000	\$ -	\$ -	\$ 876,000	\$ -	
Subtotal			\$ -	\$ 1,126,000	\$ 1,126,000	\$ -	\$ -	\$ 1,126,000	\$ -	\$ -
6 SAFETY AND SECURITY										
10	Base Security	Withdraw the request for base security engineering controls, as the project is no longer needed based on updated evaluation.	\$ 285,000	\$ (285,000)	\$ -	\$ -	\$ -	\$ -	\$ -	
11	Security Assessment at SamTrans Bases	Fund a consultant to conduct a threat and vulnerability assessment and develop a security plan, including upgrades to CCTV, lighting, gates, locks, and evaluation of cyber threats.	\$ 285,000	\$ -	\$ 285,000	\$ -	\$ -	\$ 285,000	\$ -	
Subtotal			\$ 570,000	\$ (285,000)	\$ 285,000	\$ -	\$ -	\$ 285,000	\$ -	\$ -
7 PLANNING / DEVELOPMENT										
12	Capital Contingency Fund	Fund unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	
13	Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	
14	Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	
25	SamTrans TOD Program	Support ongoing Transit-Oriented Development (TOD) program needs and initiate new TOD projects that generate revenue, strengthen the connection between land use and transportation, increase ridership, and improve access to bus stops and stations.	\$ -	\$ 269,000	\$ 269,000	\$ -	\$ -	\$ 269,000	\$ -	
26	Grand Boulevard Initiative	Initiate the Project Initiation Document (PID) for the Grand Boulevard Initiative (GBI) and continue corridor planning and streetscape coordination. Launch the Redwood City Bus Boarding Islands sub-project, including design of 11-13 concrete boarding islands to improve transit access and reliability.	\$ -	\$ 4,720,872	\$ 4,720,872	\$ 3,421,000	\$ -	\$ 1,049,872	\$ 250,000	



San Mateo County Transit District
Fiscal Year 2026 Revised Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY26 Adopted Budget	FY26 Budget Amendment #2	FY26 Revised Budget	FUNDING				
					Federal	State	District Funds	Other	Discretionary (federal/ state/ local) ¹
27 <i>Dumbarton Busway</i>	<i>Include external funding for the Planning Phase of the Dumbarton Busway project, covering feasibility analysis, environmental scoping, partner agency coordination, and preliminary concept development within the Dumbarton Rail Corridor.</i>	\$ -	\$ 650,000	\$ 650,000	\$ -	\$ -	\$ -	\$ 650,000	
Subtotal		\$ 750,000	\$ 5,639,872	\$ 6,389,872	\$ 3,421,000	\$ -	\$ 2,068,872	\$ 900,000	\$ -
GRAND TOTAL		\$ 18,567,084	\$ 13,677,872	\$ 32,244,956	\$ 3,421,000	\$ 1,324,500	\$ 10,721,392	\$ 16,778,064	\$ -

Notes

1. Staff is pursuing additional grant opportunities; if not secured, District Funds set aside for the 10-Year CIP will be used.
2. \$13,336,000 is funded by Bay Area Air District (BAAD) and \$532,679 is funded by Local Partner Program Competitive (LPP-C)



San Mateo County Transit District
Fiscal Year 2027 Revised Capital Budget

PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY27 Adopted	FY27 Amendment # 1	FY27 Revised Budget	FUNDING					
					Federal	State	District Funds	Other	Discretionary (federal/ state/ local) ¹	
1 REVENUE VEHICLE REPLACEMENT / SUPPORT										
1	Major Bus Components	Purchase new or rebuilt major bus parts or components that exceed \$5,000. Parts less than \$5K are captured in the operating budget.	\$ 864,846		\$ 864,846	\$ -	\$ -	\$ 864,846	\$ -	
12	Redi-Wheels Replacement of (13) 2020 El Dorado Aerotech Paratransit Gasoline Cutaway	Procure replacement of (13) existing Redi-Wheels with gasoline-powered Transit Vans that have useful life cycles of 5 years.	\$ -	\$ 2,839,321	\$ 2,839,321	\$ 2,271,457	\$ -	\$ 567,864	\$ -	
Subtotal			\$ 864,846	\$ 2,839,321	\$ 3,704,167	\$ 2,271,457	\$ -	\$ 1,432,710	\$ -	\$ -
2 NON-REVENUE VEHICLE REPLACEMENT / SUPPORT										
2	Maintenance Equipment	Replace (2) emergency motorcycles / equipment	\$ 194,256	\$ (49,818)	\$ 144,438	\$ -	\$ -	\$ 144,438	\$ -	
3	Replacement Non-Revenue Service Support Vehicles	Procure replacement of (8) Non-Revenue Service Support Vehicles: (4) 2017 Ford F250 Facilities Maintenance Trucks, (2) 2017 Ford F350 Maintenance shop trucks, (1) 2017 Ford F350 Flat-Bed and (1) 2019 Ford 150 Transit Van.	\$ 532,049		\$ 532,049	\$ -	\$ -	\$ 532,049	\$ -	
Subtotal			\$ 726,305	\$ (49,818)	\$ 676,487	\$ -	\$ -	\$ 676,487	\$ -	\$ -
3 FACILITIES / CONSTRUCTION										
4	Concrete Replacement at NB, SB, and Sequoia Station	Replace failed concrete at District properties.	\$ 342,000		\$ 342,000	\$ -	\$ -	\$ 342,000	\$ -	
5	NB and SB High-Pressure Washing Bays, Hydraulic Lifts	Conduct a similar assessment for (4) hydraulic lifts at North Base. This project will inform repair/replacement strategies.	\$ 256,500		\$ 256,500	\$ -	\$ -	\$ 256,500	\$ -	
6	Replace NB Underground Utilities	Complete construction and replacement of damaged fire and domestic water distribution lines at North Base, including pipes, pumps, valves, meters, and related fittings from the incoming city connections through the facility.	\$ 2,280,000		\$ 2,280,000	\$ -	\$ -	\$ 2,280,000	\$ -	
7	NB and SB Sewer Lines: Assess, Repair, and/or Replace	Complete design, construction plans, and cost estimates for sewer line replacement at both bases.	\$ 256,500		\$ 256,500	\$ -	\$ -	\$ 256,500	\$ -	
8	NB and SB Shop Hydraulic Lifts	Evaluate (26) shop hydraulic lifts at South Base to develop a replacement strategy similar or in conjunction with North Base.	\$ 228,000		\$ 228,000	\$ -	\$ -	\$ 228,000	\$ -	
13	Bus Stop Improvement Plan (BSIP) - Initial Implementation	Address (26) Phase I bus stops and continue design for (6) Phase II bus stops, totaling (32) bus stop locations.	\$ -	\$ 3,488,400	\$ 3,488,400	\$ -	\$ -	\$ 1,898,285	\$ 1,590,115	
14	Operator Restrooms - Construction	Procure and/or construct the permanent / semi-permanent restrooms at one pilot site and continue development of the next five pilot locations.	\$ -	\$ 1,425,000	\$ 1,425,000	\$ -	\$ -	\$ 1,425,000	\$ -	
15	Facilities Smaller Projects	Address unscheduled repairs or replacements throughout District facilities state of good repair.	\$ -	\$ 945,000	\$ 945,000	\$ -	\$ -	\$ 945,000	\$ -	
16	NB and SB Roof Replacement Assessment	Execute roof replacements for North Base and South Base buildings, primarily NB-100, SB-100, and SB-200.	\$ -	\$ 1,795,500	\$ 1,795,500	\$ -	\$ -	\$ 1,795,500	\$ -	
17	Dumbarton Bridge Safety / Maintenance Assessment	Develop a maintenance plan and cost estimated for state of good repair actions.	\$ -	\$ 178,000	\$ 178,000	\$ -	\$ -	\$ -	\$ 178,000	
18	Dumbarton Corridor Fencing	Conduct planning, site assessment, and design to identify priority locations, refine cost estimates, and prepare for future construction authorization.	\$ -	\$ 205,200	\$ 205,200	\$ -	\$ -	\$ -	\$ 205,200	
Subtotal			\$ 3,363,000	\$ 8,037,100	\$ 11,400,100	\$ -	\$ -	\$ 9,426,785	\$ 1,973,315	\$ -
4 INFRASTRUCTURE										
19	(37) Permanent Battery Electric Bus (BEB) Charging Infrastructure	Fund project management, construction management services, and inspection services of the BEB charging infrastructure at South Base.	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ 1,102,340	\$ 897,660	



San Mateo County Transit District
Fiscal Year 2027 Revised Capital Budget

Item #9.c.
4/1/2026

ATTACHMENT B
April 2026

PROJECT TITLE	PROJECT DESCRIPTION / SCOPE	FY27 Adopted	FY27 Amendment # 1	FY27 Revised Budget	FUNDING				
					Federal	State	District Funds	Other	Discretionary (federal/ state/ local) ¹
20 Hydrogen Fuel Cell Electric Bus (FCEB) Fuel Station Infrastructure	Fund project management, construction management services, and inspection services for the permanent Hydrogen Storage and Fueling Station at North Base. Begin construction modifications of the balance of maintenance bays at the North Base and South Base. Maintenance bay modifications will be phased through multiple years corresponding with the departure of the diesel sub-fleets.	\$ -	\$ 10,102,000	\$ 10,102,000	\$ -	\$ 1,833,460	\$ -	\$ 2,576,225	\$ 5,692,315
21 North Base Power Resilience and EV Charging	Fund construction of electrical systems inside North Base Building 700 for resiliency and support of EV charging. Scope includes project management, construction management services, and inspection services.	\$ -	\$ 7,500,000	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	\$ -	\$ -
Subtotal		\$ -	\$ 19,602,000	\$ 19,602,000	\$ -	\$ 1,833,460	\$ 8,602,340	\$ 3,473,885	\$ 5,692,315
5 INFORMATION TECHNOLOGY / IT									
22 Safety Management System	Implements a cloud-based Safety Management System to centralize safety reporting, incident tracking, and regulatory compliance for both bus and rail operations. It replaces fragmented processes with a single platform to improve oversight, accountability, and data integrity.	\$ -	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ 750,000	\$ -	\$ -
23 Technology Refresh Project	Cover periodic replacement of aging equipment and/or infrastructure like servers, switches, and printers.	\$ -	\$ 300,000	\$ 300,000	\$ -	\$ -	\$ 300,000	\$ -	\$ -
24 Artificial Intelligence	Deploy AI solutions, beginning with recruiting, to improve efficiency and consistency in the hiring process, with potential expansion to procurement, safety & security, and finance.	\$ -	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ -	\$ -
25 Data Center Modernization	Modernizes the District's core technology infrastructure to support the move to the new Millbrae Headquarters. It upgrades network systems, replaces aging data center equipment, and relocates critical services to ensure secure and reliable operations.	\$ -	\$ 800,000	\$ 800,000	\$ -	\$ -	\$ 800,000	\$ -	\$ -
Subtotal		\$ -	\$ 2,300,000	\$ 2,300,000	\$ -	\$ -	\$ 2,300,000	\$ -	\$ -
6 SAFETY AND SECURITY									
Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7 PLANNING / DEVELOPMENT									
9 Capital Contingency Fund	Fund unforeseen capital expenditures such as urgent requests/emergencies, and/or seed funds for studies that need to be done immediately.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -
10 Capital Program Management	Fund for programs and project controls support, including monitoring project performance and delivery.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -
11 Capital Project Development	Fund activities that include but are not limited to capital budget and programming process, grant development, and development of capital program management systems.	\$ 250,000		\$ 250,000	\$ -	\$ -	\$ 250,000	\$ -	\$ -
26 Dumbarton Busway	Include external funding for the Preliminary Engineering and Environmental (PE/ENV) phase, supporting environmental review, agency approvals, and preliminary engineering.		\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -
Subtotal		\$ 750,000	\$ 500,000	\$ 1,250,000	\$ -	\$ -	\$ 750,000	\$ 500,000	\$ -
GRAND TOTAL		\$ 5,704,151	\$ 33,228,603	\$ 38,932,754	\$ 2,271,457	\$ 1,833,460	\$ 23,188,322	\$ 5,947,200	\$ 5,692,315

Notes

1. Staff is pursuing additional grant opportunities; if not secured, District Funds set aside for the 10-Year CIP will be used.

FY26 and FY27 Capital Budget Amendment

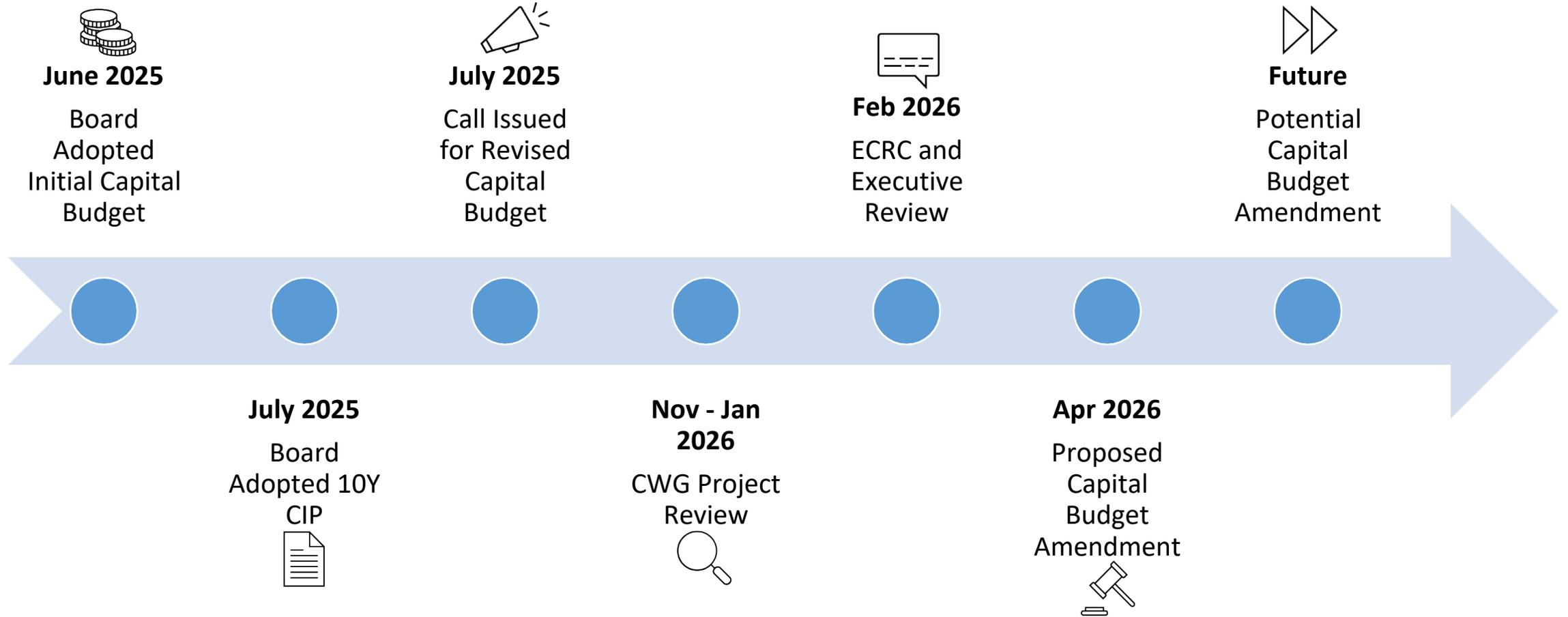


Agenda

- Strengthening Capital Budget Process
- FY26/27 Revised Capital Budgets
- Next Steps and Board Action

Strengthening Capital Budget Process

Capital Budget Planning Framework



Managing Our Capital Funds: Robust Capital Planning and Oversight

1. CIP-Informed Planning
2. Feasibility-Based Budgeting
3. Phase-Gated Funding Activation
4. Enhanced Monitoring & Reporting
5. Improved Timely Billing
6. Formal Closeout Process

New Efforts: Capital Working Group (CWG)

Cross-functional group of Directors:

- Confirm project feasibility and resource availability
- Recommend projects to advance to ECRC

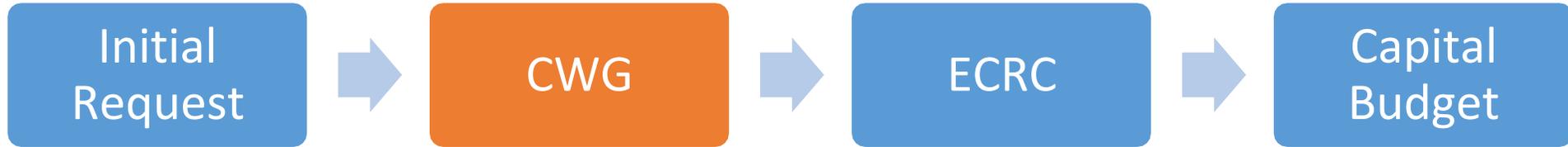
New Efforts: Executive Capital Review Committee (ECRC)

Cross functional group of Chiefs:

- Assess CWG recommendations and advise the Executive Team on projects for inclusion in the Capital Budget
- Provide executive oversight of capital projects delivery to ensure projects remain within scope, on schedule, and within budget

FY26/27 Requests – CWG Review Result

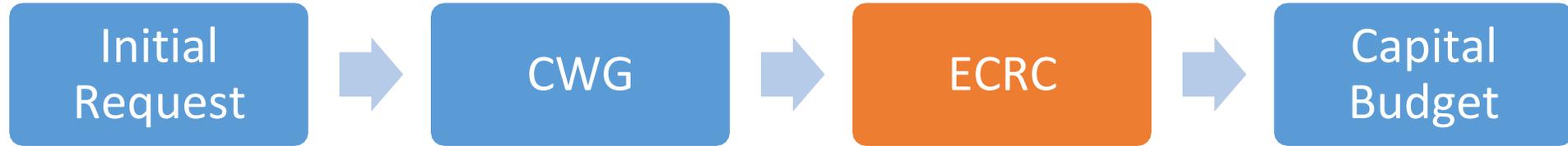
(\$ in Millions)



	Initial Request	After CWG Review	Change
Projects	33	30	(3)
Request	\$158.0	\$155.0	(\$3.0)

FY26/27 Requests – ECRC Review Result

(\$ in Millions)



	After CWG Review	After ECRC Review	Change	April Amendment	Potential Future Amendment
Projects	30	23	(7)	18	5
Request	\$155.0	\$130.0	(\$25.0)	\$46.8	\$83.2

FY26/27 Revised Capital Budgets

FY26/27 Capital Budget Overview

- Ensures vehicles and facilities remain in a state of good repair
- Maintains District's existing service and infrastructure network
- Includes major investments in:
 - ZEB infrastructure
 - Bus Stops and Facilities
 - Technology Modernization

Crosswalk:

CIP to Capital Budget Amendment

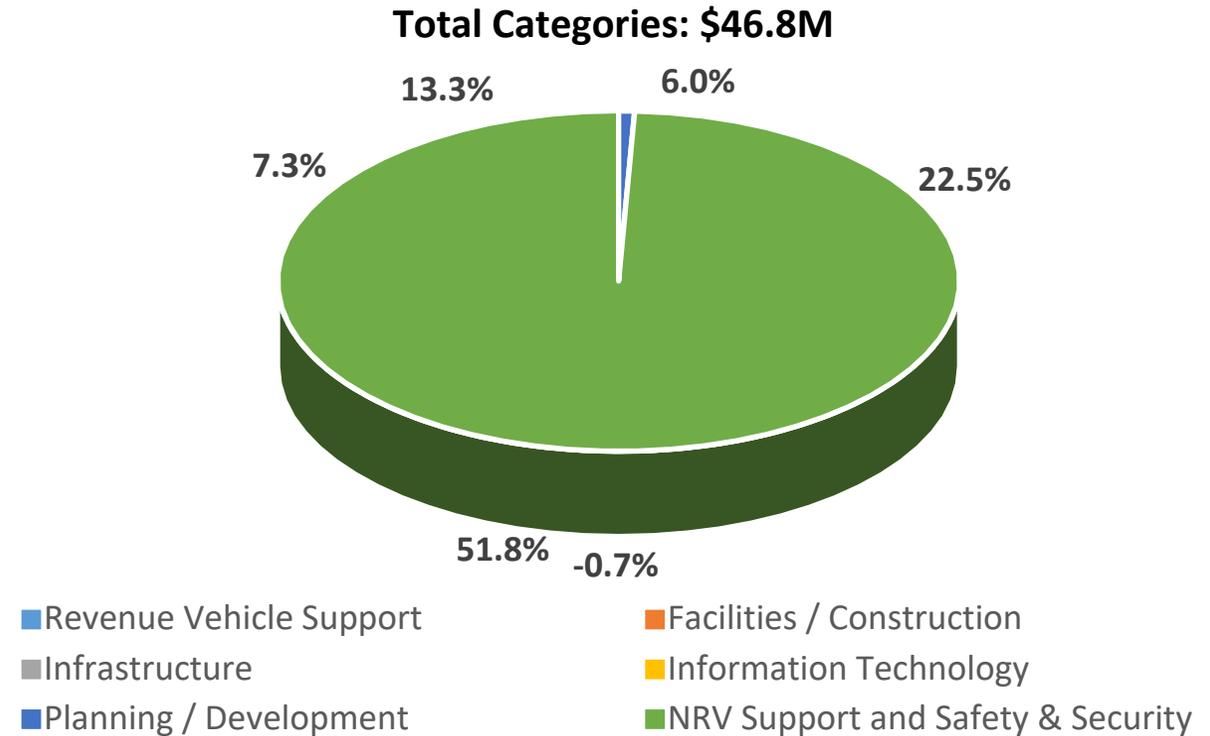
(\$ in Millions)

Crosswalk	Amount
Original CIP Requests	\$185.2
Less: Adopted in June & Aug 2025	(\$24.3)
Projects Under Review	\$160.9
Add: (New Projects & Estimate Updates)	\$39.4
Less: (Deferrals & Scope Reductions)	(\$30.1)
Less: Projects Considered for Future Amendment	(\$123.4)
Proposed FY26/27 Budget Amendment	\$46.8

Amendment by Category

(\$ in Millions)

Capital Category	FY26	FY27
Revenue Vehicle Support	\$ -	\$2.8
Facilities / Construction	2.5	8.1
Infrastructure	4.6	19.6
Information Technology	1.1	2.3
Planning / Development	5.7	0.5
NRV Support and Safety & Security*	(0.3)	(0.1)
Total	\$13.6	\$33.2
FY26/27 Total		\$46.8



*Project estimates have been refined based on current needs

Major Capital Projects

Revenue Vehicle Replacement (\$2.8M)

- Replacement of (13) Redi-Wheels Paratransit Cutaway Vehicles

Facilities & Construction (\$10.2M)

- Bus Stop Improvement Plan
- Bus Operator Restrooms
- North & South Base Roof Assessment and Replacement

Infrastructure (\$24.2M)

- BEB Charging Infrastructure
- FCEB Fueling Station and Maintenance Bay Modifications
- North Base Power Resilience and EV Charging Infrastructure

Technology Modernization (\$3.4M)

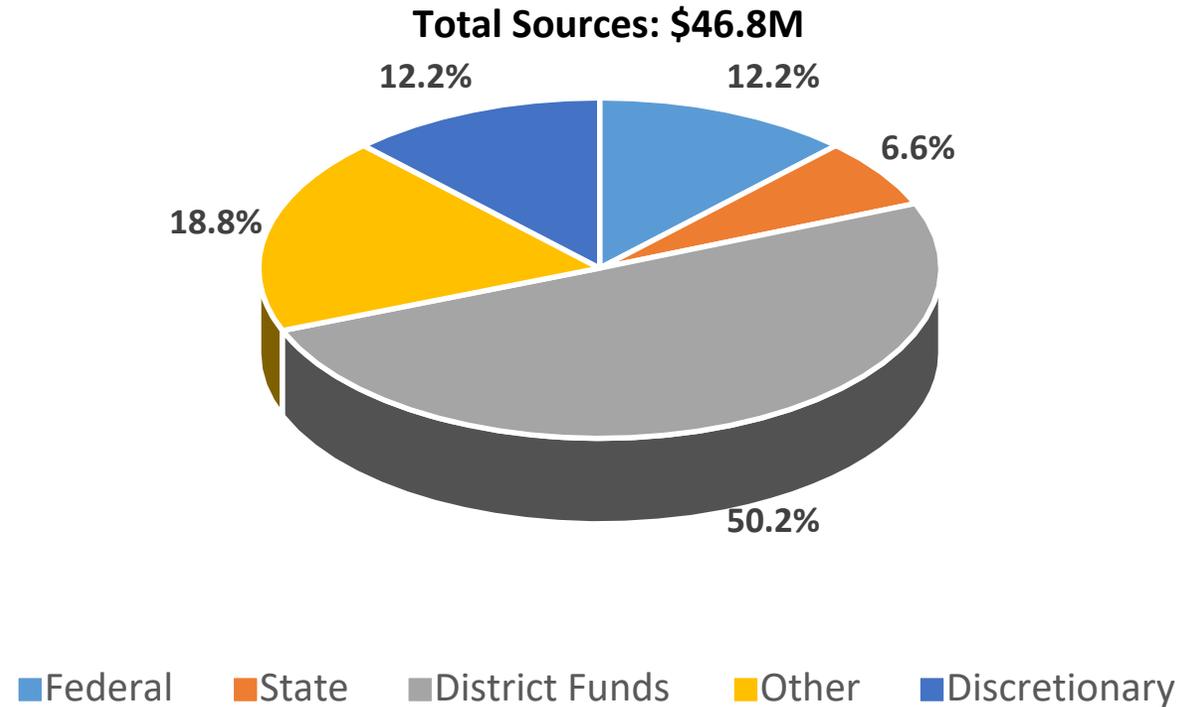
Planning (\$4.7M)

- Grand Boulevard Initiative

Amendment by Sources

(\$ in Millions)

Capital Sources of Funds	FY26	FY27
Federal	\$3.4	\$2.3
State	1.3	1.8
District Funds	6.0	17.5
Other	2.9	5.9
Discretionary	-	5.7
Total	\$13.6	\$33.2
FY26/27 Total		\$46.8



District Funds at Work!

(\$ in Millions)

Projects	Amount
Bus Stop Improvement Plan (BSIP)	\$2.1
Operator Restrooms	\$2.1
North and South Base Roof Assessment and Replacement	\$2.1
North Base Power Resilience and EV Charging	\$9.5
Technology Modernization Projects	\$3.4
Grand Boulevard Initiative (match)	\$1.1
Subtotal	\$20.3

Next steps

- Potential Future Capital Budget Amendment
- FY28-37 CIP Timeline
 - Integrate FY26/27 amendment into the next cycle CIP update
 - Spring 2026: CIP Call for New and Updated Projects
 - Summer/Fall 2026: Develop Draft CIP
 - Fall 2026: Board Workshop
 - Early 2027: Final CIP and Board Adoption

Board Action Requested Today

Staff requesting approval of FY26/27 revised capital budget by \$13.6M and \$33.2M to a total of \$32.2M and \$38.9M, respectively.



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

April 1, 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

- 10.a. Call to Order
- 10.b. Approval of Minutes of the Legislative Committee Meeting of March 4, 2026 Motion
- 10.c. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill (AB) 1837 (Gonzalez) and AB 1944 (Lee) Motion
- 10.d. Adjourn

Note:

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

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

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of March 4, 2026

Members Present (In Person): David J. Canepa, Peter Ratto, Marina Fraser (Chair) (arrived at 5:14 pm)

Other Board Members Present Constituting Committee of the Whole: Marie Chuang, Brooks Esser, Jeff Gee, Josh Powell, Jackie Speier

Other Board Members Absent: Rico E. Medina

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

11.a. Call to Order

Acting Committee Chair Ratto called the meeting to order at 5:13 pm.

11.b. Approval of Minutes of the Legislative Committee Meeting of February 4, 2026

Motion/Second: Canepa/Esser

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

Noes: None

Absent: Fraser, Medina

Director Fraser joined to the meeting at 5:14 pm.

11.c. Receive Legislative Update

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

Federal

- Earmark obtention by Senator Mullin for SamTrans and TA-supported projects
- FY 2027 earmark requests; \$6 million funding for North Base Causeway Flood Mitigation Project
- House of Representatives (HR) 7440 for Colma Park and Ride development
- 15 bill-cap for bill introductions
- February 18 Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) lawsuit

State

- Budget request and grant application
- Senate Bill (SB) 63 loan
- Bills on public worker wages and zero-emission buses (ZEB) axel weight restrictions

Staff provided further clarification in response to the following Board comments and questions regarding the ARCHES lawsuit and funding prioritization of low emissions buses over ZEBs.

Public Comment

Aleta Dupree, Team Folds, commented on hydrogen buses and financial continuity, and spoke in support of SB 63.

11.d. Adjourn – The meeting adjourned at 5:23 pm.

DRAFT



March 12, 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 – April 2026**

General Update

The deadline for legislators to introduce new bills in the second year of the 2025-26 Regular Legislative Session was February 20. In total, legislators introduced 1,800 bills this year, which must be acted on before the Legislature adjourns for final recess on August 31. As is typical, legislators introduced many bills as “spot” bills (i.e. placeholder legislation), which 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. As of the drafting of this report, the rules committees in each house have referred most bills to their policy committee(s) and these committees are beginning to hold hearings, which will inform which bills move forward this year.

Alongside this early activity on new state legislation, the Legislature’s budget committees and subcommittees are beginning to hold hearings to review the proposals included in the Governor’s proposed Fiscal Year 2026-27 budget. Already, these committees are beginning to discuss the impact of the state’s improved fiscal outlook on these proposals. 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.

For information about key legislative and budget deadlines for next year, please see the 2026 Legislative Calendar [here](#).

Legislators Push Back on Governor’s Proposed Budget

Last month, we reported that the Governor’s proposed FY 2026-27 budget projected decreased funding for the Transit and Intercity Rail Capital Program and Low Carbon Transit Operations Program and zeroed out \$230 million in planned funding for the Zero-Emission Transit Capital Program.

On March 6, a dozen legislators, acting in response to the Governor’s proposed budget, submitted statewide budget requests to budget leadership in their respective houses, urging the Legislature to include critical transit funding in the FY 2026-27 budget. These letters specifically call on the Legislature to:

- Appropriate the planned investment of \$230 million in Greenhouse Gas Reduction Fund (GGRF) dollars for the Zero-Emission Transit Capital Program in FY 2026-27;
- Reaffirm the state's commitment to appropriate \$460 million in GGRF dollars to the ZETCP in FY 2027-28; and,
- Establish greater funding certainty for the Transit and Intercity Capital Program and Low Carbon Transit Operations Program.

As noted above, budget and budget subcommittee hearings are just getting underway and no final decisions on the budget will be made until this summer.

ARCHES

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. As a reminder, 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.

Most recently, SamTrans' state advocates worked with SamTrans staff to secure Senator Josh Becker's (D-Menlo Park) support for this effort. Senator Becker submitted a letter to the Senate Budget Committee Chair officially requesting this appropriation for SamTrans. Senator Scott Wiener also signed the letter to voice his support.

In addition, SamTrans' advocates and staff are in the process of scheduling meetings in Sacramento for SamTrans' Board Chair and General Manager with the members of SamTrans' legislative delegation and key staff for the Senate Budget Committee, Assembly Budget Committee, Senate President pro Tempore, and Speaker of the Assembly. Additionally, we are working to secure meetings with the Governor's Office of Business and Economic Development, which is the state lead for ARCHES, and the California State Transportation Agency, which oversees the Transit and Intercity Capital Program, which could partially address SamTrans's funding need. This "lobby day" is set for April 29 and will center on both educating key players about SamTrans' hydrogen program and the necessity of it receiving its promised share of state funding.

CalSTA Releases TIRCP Cycle 8 Guidelines and Call for Projects

On February 23, the California State Transportation Agency (CalSTA) released [final guidelines](#) and a [call for projects](#) for the Transit and Intercity Rail Capital Program (TIRCP) Cycle 8.

The call for projects details the application requirements and procedures to apply for funding under the program. TIRCP Cycle 8 will program projects starting with the Fiscal Year (FY) 2026-27 and ending with the FY 2030-31. The new program cycle will include previously awarded and active projects that have not been fully allocated by the end of the FY 2025-26 fiscal year, and projects selected from Cycle 8. The new capacity available for Cycle 8 is currently estimated to be at least \$950 million, but could be adjusted based on auction proceeds and changing cash flow requirements of already awarded projects between now and the September 2026 award announcement. SamTrans staff met with CalSTA in early-March to discuss potential projects for consideration.

Applications are due May 18, 2026, and CalSTA expects to announce awards no later than September 18, 2026.

Business and Taxpayer Advocates Submit Signature to Qualify the Local Taxpayer Protection Act

On February 25, a coalition of business and taxpayer advocates announced that they had submitted signatures to the Secretary of State to qualify the [Local Taxpayer Protection Act](#) for the November 2026 statewide ballot.

According to the coalition, the measure would "reaffirm voter protections against higher local taxes and ensure greater transparency and accountability before new taxes are imposed." Specifically, the act would prohibit local governments from imposing special taxes, including those taxes passed by way of a voter initiative, from being approved unless these taxes secure a two-thirds vote of the electorate. Additionally, the measure would nullify any prior taxes passed at a lower threshold two years from the approval of the act. The coalition is comprised of the California Business Roundtable, California Business Properties Association, Howard Jarvis Taxpayers Association, and California Taxpayers Association. If passed, the measure could impact the Connect Bay Area Measure, authorized by SB 63 (Wiener). For more information, see the press release [here](#).

CARB Releases ICT Exemption Request Templates

On February 14, the California Air Resources Board released [templates to support California transit agencies in claiming an exemption](#) from the Innovative Clean Transit (ICT) regulation's zero-emission bus purchase requirements for reasons that include:

- 1) The unavailability of zero-emission buses that meet the operational and performance needs of transit agencies.
- 2) The unavailability of zero-emission buses due to the necessary vehicle not completing / passing required Altoona testing, the vehicle not meeting applicable ADA requirements, the physical characteristics of the vehicle violating any federal, state, or local laws, regulations, or ordinances.
- 3) Financial hardship at the transit agency that makes it impossible for the transit agency to offset the incremental cost of purchasing ZEBs or offset managed, net electricity costs for depot charging.

To receive an exemption from the ICT regulation, transit agencies must submit their exemption requests: (1) annually or (2) once every three years with an annual update to CARB that stipulates the continued need for the exemption. CARB will grant exemptions on an annual basis.

Governor's Proposed Sustainable Aviation Fuel Tax Credit

Last month, as part of the budget process, the Governor proposed a new tax credit to incentivize the use of sustainable aviation fuel by allowing fuel suppliers to reduce their diesel excise tax liability if they refine and sell more non-petroleum ("sustainable") jet fuel. The Legislative Analyst's Office (LAO) estimates this tax credit could reduce diesel excise tax revenue by as much as \$165 million per year initially, then growing to \$300 million. The LAO has recommended the Legislature reject this proposal, as it would negatively impact the SHOPP, local streets and roads program, and the Trade Corridors Enhancement Program, which all draw revenue from the excise tax on diesel. Local governments and transportation stakeholders are opposing the potential loss of revenue.

Bills with Recommended Action

AB 1837 (Mark Gonzalez) Forward Facing Camera Reauthorization – RECOMMEND SUPPORT

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. ***Referred to the Assembly Transportation Committee and the Assembly Privacy and Consumer Protection Committee.***

AB 1944 (Lee) Zero-Emission Bus Axle Weight Limit – RECOMMEND SUPPORT

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. ***Referred to the Assembly Transportation Committee.***

Bills of Interest

AB 1383 (McKinnor) PEPPRA Compensation Limits – WATCH

This bill makes several changes to the Public Employees' Pension Reform Act (PEPPRA) of 2013, a bill passed in 2012 to reform public employee retirement systems and help local agencies better manage future pension costs. First, AB 1383 authorizes a public employer and labor organization to negotiate an increase to Defined Benefit retirement formulas for *safety* plan members. This change would impact only public safety employees (e.g. police, firefighters) and would not impact most transit agencies, unless they manage their own police force. However, the bill also requires retirement systems subject to PEPPRA *which are not enrolled in the social security program* to increase their compensation limit from 120% to 135% -- thus increasing those systems' pension obligations. Systems with employees enrolled in social security would see no change. ***In the Senate, pending referral to policy committee.***

AB 1557 (Papan) Electric Bicycles – WATCH

Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. AB 1557 would clarify the existing e-bike power restriction by specifying that the 750W limit on motors applies to maximum peak output. This would close the loophole that manufacturers have been using to build and distribute overly powerful e-bikes. Electric bicycles that have a maximum capability of producing more than 750W will cease to be legally classified as e-bikes. There are close to a dozen bills related to e-bikes currently moving through the Legislature. We will continue to monitor the various measures as they move through the legislative process and update you accordingly. ***Referred to the Assembly Transportation Committee.***

AB 2560 (Schultz) Climate Action Plan for Transportation Infrastructure (CAPTI) – WATCH

This bill would codify the California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI) in the Government Code, and would enumerate its goals, including: 1) Build toward an integrated, statewide rail and transit network; 2) Invest in networks of safe and accessible bicycle and pedestrian infrastructure; 3) Include investments in light-, medium-, and heavy duty zero-emission vehicle infrastructure as part of larger transportation projects, and more. AB 2560 would also require state transportation projects, including projects funded by the Transit and Intercity Rail Capital Program (TIRCP), to apply CAPTI's goals, where feasible. ***Referred to the Assembly Transportation Committee.***

**SamTrans
Federal Report
March 2026**

Congressional Update

Congress Begins FY27 Appropriations Process

- The House and Senate officially kicked off the FY27 appropriations process by opening member portals for community project funding/Congressionally directed spending (earmark), programmatic, and language requests. Congress will work to pass a new round of government funding to meet the September 30, 2026, deadline. However, like the FY26 funding process, Congress could require an extension.
- As Congress begins drafting FY27 appropriations bills, the Department of Homeland Security remains shut down over policy and funding disputes. Democrats and the White House continue to exchange proposals related to ICE and Customs and Border Protection (CBP) operations, though negotiations have not produced an agreement. Democratic priorities reportedly include new guardrails on enforcement practices, while Republicans have opposed several of those conditions.
- SamTrans submitted a federal earmark request to its federal delegation to improve resiliency at its North Base Maintenance and Operations Facility (North Base). Funding will be used to elevate approximately 480 feet of the existing bus roadway along the causeway to better align with the surrounding ground elevations and improve long-term roadway performance. Raising the roadway will strengthen access to and from Belle Air Island, support reliable bus operations, and improve the durability of this critical infrastructure. As a critical transportation facility, North Base requires infrastructure improvements to ensure the access roadway remains durable, safe, and compatible with surrounding site conditions.

H.R. 7440 Update

- SamTrans and the Office of Rep. Kevin Mullin continue to collect support letters for [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.
- Submitting letters of support during the month of March are the San Mateo County Economic Development Association (SAMCEDA), Seamless Bay Area, California State Senator Scott Wiener, and the City of Daly City. Rep. Mullin's Office continues

to work with the House Transportation & Infrastructure Committee staff on a potential legislative vehicle that H.R. 7440 could be attached to.

APTA Releases Surface Transportation Reauthorization Recommendations

- On March 3, the American Public Transportation Association (APTA) [released](#) its top priorities for the upcoming surface transportation reauthorization.
- APTA's recommendations rest on three key pillars:
 - **Increase Funding** - Invest \$138 billion in public transit and \$130 billion in passenger rail over five years to restore purchasing power lost to inflation and drive the projected \$140 billion in annual economic impact.
 - **Speed Up Project Delivery** - Streamline bus programs, eliminate statutory and regulatory barriers, and implement other reforms. These include authorizing advanced real property acquisition for public transit and passenger rail projects. APTA also calls for Congress to grant public transit agencies additional authorities to streamline the environmental review process for public transit and passenger rail projects.
 - **Strengthen Local Decision-Making** – Providing direct funding to public transit agencies in small urbanized areas.
- Lawmakers have suggested that it is increasingly unlikely that the surface transportation reauthorization bill will become law before the current law expires on September 30, raising the prospect of a short-term extension. Negotiations have been slowed by the government shutdown earlier this year and ongoing disagreements over an autonomous vehicle framework and permitting overhaul.

Administration Update

Senate Confirms Ryan McCormack to Top Policy Role at DOT

- The Senate voted 56-33 to confirm Ryan McCormack to be Undersecretary for Policy at DOT. McCormack comes to the Senate-confirmed role with a breadth of experience, most recently as deputy chief of staff for Secretary Sean Duffy at DOT. He also served as Duffy's legislative director when he was a member of the House representing Wisconsin.
- McCormack indicated that, as Undersecretary for Policy, he will focus on reducing highway deaths and improving the grant administration process. While McCormack was confirmed by a bipartisan vote, both California Senators Adam Schiff and Alex Padilla voted against McCormack's nomination.

Senate Committee Advances Transportation Nominees

- On March 12, the Senate Commerce Committee advanced Seval Oz for DOT's assistant secretary for research and technology, 16-12; Michael Graham to remain on the National Transportation Safety Board, 21-7; and Richard Kloster to join the Surface Transportation Board, 15-13.
- Seval Oz has been serving as a senior adviser at DOT since September. She has a background in autonomous vehicles as Head of Global Strategic Partnerships for GoogleX's self-driving car program from 2011 to 2014.
- Michael Graham joined the National Transportation Safety Board in 2020. Before joining, he worked at Textron Aviation, Inc. for more than twenty years where he served as the company's director of flight operations, safety, security, and standardization.
- Richard Kloster is a rail industry consultant. His confirmation would give the Surface Transportation Board (STB) a 3-1 Republican majority before STB is set to sign off on the Union Pacific and Norfolk Southern \$85 billion merger.

DOT Announces FIFA Public Transportation Funding

- On March 3, Secretary Duffy [announced](#) \$100.3 million in funding to enhance public transportation in the 2026 FIFA World Cup Host Cities. Eligible uses include planning, capital, and operating expenses. The funds allow for a 100 percent Federal share.
- The Federal Transit Administration (FTA) will consider all public transportation operating expenses in support of the World Cup incurred from June 1, 2026, to July 31, 2026, eligible for funding. Planning and capital expenses are eligible for reimbursement from July 1, 2025, to July 31, 2026.
- Funds are apportioned to host cities by a formula accounting for stadium capacity and the number of matches in each host city. Other entities, like transit agencies, may take advantage of the funding by working with the designated recipient. Information on subgrantees must also be shared with FTA via a split letter. For specific questions, FTA recommends transit agencies email FTA_globalsports@dot.gov.

San Mateo County Transit District
State Legislative Matrix 3/12/2026

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 3/12/2026

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 3/12/2026

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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

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 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>This bill is in the Senate Rules Committee, 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>	

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This is a two-year bill.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1383 McKinnor D Public employees' retirement benefits: safety members.</p>	<p>This bill is in the Senate Rules Committee, 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>	

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This bill is in the Senate Rules Committee, 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 1557 Papan D</p> <p>Vehicles: electric bicycles.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. A violation of the Vehicle Code is a crime. This bill would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor that is not capable of exceeding 750 watts of peak power.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1564 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Public Employment & Retirement Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>
<p>AB 1578 Jackson D</p> <p>State and local officials: antihate speech training.</p>	<p>This bill is in the Assembly Local Government 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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1599 Ahrens D 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
State Legislative Matrix 3/12/2026

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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1630 Caloza D</p> <p>Meet and confer: observation.</p>	<p>This bill is in the Assembly Public Employment & Retirement 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
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1837 González, Mark D</p> <p>Video imaging of parking violations.</p>	<p>This bill is in the Assembly Transportation 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>Recommend Support</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1838 Berman D Public contracts: local agencies: responsive bidders.</p>	<p>This bill is in the Assembly Labor & Employment 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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1859 Ortega D Public works.</p>	<p>This bill is in the Assembly Labor & Employment 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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1919 Pellerin D</p> <p>Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Existing law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions. The bill would also require the county elections official for the County of Santa Cruz to serve as the elections official of the district for purposes of administering the ballot measure process and any election for purposes of specified provisions of law. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1941 González, Mark D</p> <p>Organized metal theft.</p>	<p>This bill is in the Assembly Public Safety 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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1944 Lee D Zero-emission transit buses: axle weight.</p>	<p>This bill is in the Assembly Transportation 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>Recommend Support</p>
<p>AB 1967 Zbur D Juveniles.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>Existing law establishes the jurisdiction of the juvenile court, which may adjudge a child to be a dependent of the court under certain circumstances, including when the child suffered, or there is a substantial risk that the child will suffer, serious physical harm. Existing law establishes the grounds for removal of a dependent child from the custody of the child’s parents or guardian. Under existing law, a proceeding in the juvenile court to declare a child to be a dependent child of the court is commenced by a social worker who files a petition with the court. Existing law also requires a social worker to investigate whether a petition should be filed with the court whenever any person applies to the social worker to commence proceedings in the juvenile court by affidavit. This bill would require, if an application to commence proceedings is submitted by a minor on their own behalf, and the minor is currently residing at a residential facility for children and youth, the social worker, when conducting a safety assessment or substitute care provider safety assessment, to also assess the safety of the home of those who hold custodial rights of the minor. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1968 Gallagher R</p> <p>Juveniles: transfer to court of criminal jurisdiction: offense.</p>	<p>This bill is in the Assembly Public Safety Committee.</p>	<p>Existing law, as amended by the Public Safety and Rehabilitation Act of 2016, enacted by Proposition 57 at the November 8, 2016, statewide general election, authorizes the district attorney or other prosecuting officer to make a motion to transfer a minor from juvenile court to a court of criminal jurisdiction in a case in which a minor is alleged to have committed a felony when the minor was 16 years of age or older, or in a case in which a specified serious offense is alleged to have been committed by a minor when the minor was 14 or 15 years of age, but the minor was not apprehended prior to the end of juvenile court jurisdiction. This bill would add the crime of conspiracy to commit murder to the list of offenses for which a juvenile may be transferred to a court of criminal jurisdiction pursuant to the above-described provisions.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2190 Wallis R Internet website accessibility.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>The Unruh Civil Rights Act requires persons within the jurisdiction of the state to be free and equal and, regardless of the person’s sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status to be entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments, as prescribed, and makes a violation of the federal Americans with Disabilities Act of 1990 (ADA) a violation of the act. Existing law imposes liability upon a person who denies, aids, or incites a denial of, or makes any discrimination or distinction contrary to, rights afforded by law for actual damages suffered, exemplary damages, a civil penalty, and attorney’s fees, as specified, to any person who was denied the specified rights. Existing law also imposes liability upon a person, firm, or corporation that denies or interferes with admittance to, or enjoyment of, public facilities or otherwise interferes with the rights of an individual with a disability, as specified, for damages and attorney’s fees to a person who was denied those rights. This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity’s internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within an unspecified number of days of receiving a written pre-lawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity’s efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified. This bill would also prohibit a resource service provider from, in exchange for money or any other form of remuneration, negligently, recklessly, or knowingly construct, license, distribute, or maintain for online use a resource or part of an internet website that causes an entity’s internet website to be inaccessible or not conformant with the internet accessibility standard if the resource or part of the internet website is within the control of the resource service provider to remediate or from making a false representation that a resource or part of an internet website is accessible or conforms to the internet accessibility standard. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2239 Carrillo D</p> <p>Infrastructure-constrained energization areas: energization timelines: environmental review.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations. Existing law requires the PUC to establish reasonable average and maximum target energization time periods, as defined, and a procedure for customers to report energization delays to the PUC, as provided. Existing law requires the PUC to require an electrical corporation to take remedial actions necessary to achieve the PUC’s targets. This bill would require the PUC to require each electrical corporation to meet energization timelines or targets established pursuant to the above-described provisions or by PUC order. The bill would require the PUC to impose a penalty if an electrical corporation fails to meet an energization timeline or target approved or required by the PUC, as provided. This bill would require the PUC to designate an infrastructure-constrained energization area based on objective criteria, including limited distribution or transmission infrastructure relative to available electrical capacity or projected load growth, inland or desert geography, and extended energization timelines. The bill would require the PUC to adopt rules authorizing over-the-fence transactions within infrastructure-constrained energization areas when an electrical corporation cannot reasonably meet energization targets and other specific conditions are met, as specified. The bill would require the PUC, in coordination with the State Energy Resources Conservation and Development Commission (Energy Commission) and local jurisdictions, to establish procedures to facilitate expedited development of electrical generation and energy storage facilities in infrastructure-constrained energization areas, as specified. The bill would require the PUC, in coordination with the Energy Commission, the Office of Land Use and Climate Innovation, and local jurisdictions, to establish procedures to facilitate expedited permitting, siting, and construction of electrical infrastructure owned or operated by an electrical corporation within infrastructure-constrained energization areas, as specified. The bill would require the PUC and the Energy Commission to coordinate with, and advocate before, the Independent System Operator (ISO) for expedited review and prioritization of projects in infrastructure-constrained energization areas, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2341 Fong D</p> <p>Surplus land: transit stops.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law reaffirms the Legislature’s declaration that surplus land, prior to disposition, should be made available for housing for persons and families of low and moderate income, and reaffirms the Legislature’s declaration of the importance of appropriate planning and development near transit stations to encourage the clustering of housing and commercial development around those stations. This bill would revise those declarations related to transit stations to, instead, reaffirm the Legislature’s declaration of the importance of appropriate planning and development near transit stops to encourage the clustering of housing and commercial development around those stops.</p>	<p>Watch</p>
<p>AB 2346 Wilson D</p> <p>Vehicles: electric bicycles and speed limits.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2413 Ransom D</p> <p>Large-format public advertisements: public expense.</p>	<p>This bill is in the Assembly Elections Committee.</p>	<p>The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are larger than those designed to be individually distributed. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement and is prepared in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2484 Alvarez D</p> <p>San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.</p>	<p>Pending referral to policy committee.</p>	<p>The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2505 Carrillo D</p> <p>Electrical corporations: hydrogen refueling stations.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer’s meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer’s meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a hydrogen refueling station and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided. The bill would require a facility installed pursuant to the tariff or rule to be treated, for cost allocation and customer contribution purposes, as line and service extensions, as provided. The bill would require an electrical corporation, to the extent that the electrical corporation capitalizes costs for a facility installed pursuant to the tariff or rule, to recover its resulting revenue requirement through periodic general rate case or other appropriate ratesetting proceedings. The bill would repeal its provisions on January 1, 2033. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2529 Johnson R</p> <p>Civil claims: public employees: perjury.</p>	<p>This bill is in the Assembly Judiciary Committee.</p>	<p>Existing law, the Government Claims Act, governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law defines the pleadings in a civil action as the formal allegations by the parties of their respective claims and defenses for the judgment of the court.</p> <p>Existing law requires the verification of certain civil claims and requires the verification of answers to certain verified complaints. Existing law provides that a person verifying a pleading need not swear to the truth or their belief in the truth of the matters stated therein but may, instead, assert the truth or their belief in the truth of those matters under penalty of perjury. This bill would require a civil complaint or cross-complaint filed by an employee or former employee of a public agency seeking monetary damages against the public agency for acts or omissions arising out of or relating to the employment relationship to be verified under penalty of perjury. The bill would require a court to grant a motion to strike the complaint or cross-complaint if the complaint or cross-complaint is not verified by the plaintiff or cross-complainant, as provided. This bill would require a claim presented in accordance with the Government Claims Act by an employee or former employee of a public entity seeking monetary damages against the public entity for acts or omissions arising out of or relating to the employment relationship to include a declaration signed by the claimant under penalty of perjury verifying the core factual allegations supporting the claim. The bill would also require public agency to make a report to the appropriate district attorney if the public agency concludes that there is substantial evidence the person who made the claim committed perjury in signing the claim, and would authorize the district attorney to investigate and take action, as appropriate. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2557 Bauer-Kahan D</p> <p>Legislative information system: bill position letters.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law requires the Legislative Counsel, with the advice of the Assembly Committee on Rules and the Senate Committee on Rules, to make certain legislative information available to the public in electronic form, including the text, bill history, and bill status of each bill introduced and amended in each current legislative session and all bill analyses prepared by legislative committees in connection with each bill in each current legislative session. This bill would add all position letters submitted through the Legislature's internet portal in connection with each bill in each current legislative session to the information the Legislative Counsel is required to make publicly available in electronic form.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2560 Schultz D Climate Action Plan for Transportation Infrastructure: goals.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2659 Bains D</p> <p>Vehicles: commercial driver's license.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law declares the intent of the Legislature to adopt those standards required of drivers by the Federal Highway Administration of the U.S. Department of Transportation, as set forth in the Commercial Motor Vehicle Safety Act of 1986, and to reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by permitting drivers to hold only one license, disqualifying drivers for certain criminal offenses and serious traffic violations, and strengthening licensing and testing standards. This bill would prohibit the Department of Motor Vehicles from revoking, suspending, cancelling, or downgrading a commercial driver's license based solely on administrative deficiencies or clerical errors created or made by the department, or due to changes in the department's interpretation of domicile or residency requirements, unless the department provides the licensee with a written notice of intent to revoke, suspend, cancel, or downgrade their license at least 180 days prior to the effective date of the action. The bill would require the department to issue a specified notice to the licensee and to prioritize assisting the licensee in resolving the administrative error or deficiency within the 180 day notice period. The bill would require the department to establish a dedicated process to review documents submitted by the affected licensees to expedite compliance. The bill would authorize the department to grant a one-time extension of up to 90 days and require the extension to be granted if the licensee has taken steps to resolve the deficiency but is unable to complete the process within the 180 day period due to processing delays by the department or a federal agency. The bill would require the extension to be granted if the department determines that the licensee is making a good faith effort to comply, and that the issue is likely to be fully resolved within the extension period. The bill would provide that these provisions are to be implemented only to the extent authorized by federal law.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2560 Schultz D Climate Action Plan for Transportation Infrastructure: goals.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the Transit and Intercity Rail Capital Program, a program within the Road Maintenance and Rehabilitation Program, commonly known as the Local Partnership Program, the Trade Corridor Enhancement Program, the Active Transportation Program, and the Solutions for Congested Corridors Program. This bill would establish the Climate Action Plan for Transportation Infrastructure (CAPTI) goals, and would authorize the Transportation Agency to update those CAPTI goals, as specified. The bill would require a project under the above-described programs to apply, where feasible, within the fix-it-first approach, the CAPTI goals as established or updated by the agency, as specified.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2595 Papan D</p> <p>Vehicles: electric bicycles.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a “class 1 electric bicycle” is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of \$25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2030, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop, as specified. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 2659 Bains D</p> <p>Vehicles: commercial driver's license.</p>	<p>Pending referral to policy committee.</p>	<p>Existing law declares the intent of the Legislature to adopt those standards required of drivers by the Federal Highway Administration of the U.S. Department of Transportation, as set forth in the Commercial Motor Vehicle Safety Act of 1986, and to reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by permitting drivers to hold only one license, disqualifying drivers for certain criminal offenses and serious traffic violations, and strengthening licensing and testing standards. This bill would prohibit the Department of Motor Vehicles from revoking, suspending, cancelling, or downgrading a commercial driver's license based solely on administrative deficiencies or clerical errors created or made by the department, or due to changes in the department's interpretation of domicile or residency requirements, unless the department provides the licensee with a written notice of intent to revoke, suspend, cancel, or downgrade their license at least 180 days prior to the effective date of the action. The bill would require the department to issue a specified notice to the licensee and to prioritize assisting the licensee in resolving the administrative error or deficiency within the 180 day notice period. The bill would require the department to establish a dedicated process to review documents submitted by the affected licensees to expedite compliance. The bill would authorize the department to grant a one-time extension of up to 90 days and require the extension to be granted if the licensee has taken steps to resolve the deficiency but is unable to complete the process within the 180 day period due to processing delays by the department or a federal agency. The bill would require the extension to be granted if the department determines that the licensee is making a good faith effort to comply, and that the issue is likely to be fully resolved within the extension period. The bill would provide that these provisions are to be implemented only to the extent authorized by federal law.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 3/12/2026

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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 555 Caballero D</p> <p>Workers' compensation: average annual earnings.</p>	<p>This bill is at the Assembly Desk.</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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors.</p>	<p>This bill is at the Assembly Desk.</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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 677 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>This bill is at the Assembly Desk.</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 3/12/2026

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>This bill is in the Senate Rules Committee, 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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<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 & 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>
<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>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 939 Laird D Public employees' retirement: death benefits.</p>	<p>This bill is in the Senate Labor, Public Employment & 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 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 994 Cabaldon D</p> <p>Local government: nondisclosure agreements.</p>	<p>This bill is in the Senate Judiciary 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 3/12/2026

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>This bill is in the Senate Environmental Quality 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>
<p>SB 1136 Blakespear D</p> <p>Intercity rail and commuter rail: special events service plans.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law requires revenues attributable to a certain portion of the sales tax on diesel fuel to be continuously appropriated to the Transportation Agency under a program commonly known as the State Rail Assistance Program for allocation to public agencies responsible for state-supported intercity rail services, and public agencies responsible for commuter rail services, to be used for operations and capital improvements. This bill would require, as a condition of receiving funding under the program, a public agency responsible for commuter rail services that has a transfer connection station between 2 or more commuter rail services to adopt a special events service plan for each event that meets specified requirements. The bill would require the special events service plan to include schedules to access the event without requiring a transfer, ticket interoperability, and all other technical, equipment, and infrastructure requirements. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1187 Durazo D</p> <p>Open meetings: majority.</p>	<p>This bill is in the Senate Local Government Committee.</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. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define “majority” for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1241 Smallwood-Cuevas D</p> <p>Skilled and trained workforce requirements.</p>	<p>This bill is in the Senate Labor, Public Employment & Retirement Committee.</p>	<p>Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would make various technical and conforming changes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1275 McNerney D Sales and use tax exemption: vehicle license fee imposition: motor vehicles.</p>	<p>This bill is in the Senate Revenue & Tax Committee.</p>	<p>(1)Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after January 1, 2027, and before January 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a new motor vehicle.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 3/12/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1292 Richardson D Enhanced curb management system.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system’s effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize a local agency, as defined, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the local agency to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and commercial loading zones. The bill would require a local agency that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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

April 1, 2026 – 3:15 pm

or immediately following the Legislative Committee meeting

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

Committee Members: Josh Powell (Chair), David J. Canepa, Brooks Esser

- 11.a. Call to Order
- 11.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of February 4, 2026 Motion
- 11.c. Reimagine SamTrans Evaluation, Proposed Summer Service Changes, and Long-Term Route ECR Detour 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
Strategic Planning, Development, and Sustainability 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, Brooks Esser, Josh Powell (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: Marie Chuang, Marina Fraser, Rico E. Medina, Peter Ratto, Jackie Speier

Other Board Members Absent: Jeff Gee

Staff Present: J. Cassman, A. Chan, C. Gomez, L. Ko, L. Lumina-Hsu, J. Mello, S. van Hoften

12.a. Call to Order

Committee Chair Powell called the meeting to order at 3:39 pm.

12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of January 7, 2026

Motion/Second: Medina/Chuang

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

Noes: None

Absent: Gee

12.c. 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

Charla Gomez, Manager, Transit Oriented Development (TOD) and Special Projects, and Joshua Mello, Chief Planning Officer, provided the presentation, which included the following:

- TOD policy revision to address concerns raised by Board and incorporated Surplus Land Act (SLA) portfolio exemption to streamline and accelerate development
- TOD policy goals based on findings from prior development locations
- SLA portfolio exemption of 25 percent for affordable housing to be distributed across all District-owned developable sites, instead of 25 percent overall

- California Department of Housing and Community Development preliminary approval and adoption process of SLA portfolio exemption
- Colma BART Station parking and San Carlos headquarters studied to determine feasibility for each site
- Reuse of existing parking structure with plans to demolish office for low-density or high-density developments

Ray Hodges, Director, County of San Mateo's Department of Housing, extended support and shared County initiatives for affordable housing development.

Staff provided further clarification in response to the following Board comments and questions regarding resolution language surrounding affordability, annual rent increase, Request for Proposals (RFP) development with the County of San Mateo Department of Housing, and density-revenue maximization.

Motion/Second: Ratto/Canepa

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

Noes: None

12.d. Adjourn – The meeting adjourned at 4:20 pm.

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development, and Sustainability Committee
Through: April Chan, General Manager/CEO
From: Joshua Mello, Chief Planning Officer
Subject: **Reimagine SamTrans Evaluation, Proposed Summer Service Changes, and Long-Term Route ECR Detour**

Action

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

Significance

Reimagine SamTrans Evaluation

Reimagine SamTrans was a comprehensive operational analysis conducted between 2019 and 2022. Changes were implemented in phases, and all changes were implemented by August 2024. It involved establishing several new Express and Limited-Stop routes and two new on-demand microtransit zones (Ride Plus), increasing frequency and expanding service particularly on weekends and midday periods, extending weekday evening service on many routes, and consolidating some routes, stops and service patterns.

The original goals of *Reimagine SamTrans* were to:

- Improve experience for existing SamTrans customers
- Grow new and more frequent ridership on SamTrans
- Build SamTrans efficiency and effectiveness as mobility provider

Staff assessed outcomes against the original goals by evaluating changes to rider sentiments since implementation and comparing the performance of the SamTrans network to the most recent Key Performance Indicators (KPIs) adopted by the SamTrans Board of Directors on December 3, 2025.

Additional sources of data and insights include ridership and productivity data¹, the 2025 On-Board Customer Satisfaction Survey, the 2024 Triennial Survey, as well as recent cell-phone location-based travel demand data.

¹ Route level data from September 2019 and September 2025, as well as monthly data on boardings and revenue hours for the six-year period between these dates.

In addition to the aforementioned surveys, staff conducted the 2026 *Reimagine SamTrans* Evaluation Survey to gauge riders' experiences with *Reimagine SamTrans*. The survey was open from January 5 to 30, 2026, and collected 210 responses. Overall, the survey results were positive:

- **80 percent of respondents are somewhat or very satisfied with SamTrans' service.** Sixty-two percent indicated they regularly used a route changed by *Reimagine SamTrans*. Of those, a majority (56 percent) say the changes worked for them.
- The most requested improvements were for **more frequent service, earlier or later service, and improved on-time arrival rates.** Many respondents also left specific suggestions for improvements. The most popular of these was to resume service to Mission Street on Route FCX, with 20 respondents commenting.

After analyzing ridership and performance data with the survey results, staff found:

***Reimagine SamTrans* has been successful in driving ridership growth.** SamTrans is one of the few agencies that can claim a nearly complete pandemic recovery. Over the last 12 months (October 2024 – September 2025), boardings averaged 97 percent of those for 12 months immediately preceding the pandemic. This is a far better recovery than most other Bay Area operators, including Muni, which is currently at about 75 percent pre-pandemic ridership.²

SamTrans has invested about 30,000 hours of new service per year, mostly focused on improving weekend service. This additional weekend service has resulted in 900 additional boardings on an average Saturday and 1,400 on Sundays, compared to 2019. However, Weekdays are generating about 3,600 fewer daily boardings than 2019. These results show both the benefits of service increases and the longevity of changing travel behavior post-pandemic, with many operators seeing a faster recovery of weekend and off-peak trips compared to traditional peak commute period. Other key findings include:

- Frequent routes are the best performers over the past six years, increasing both boardings and productivity by about 5 percent compared to 2019.
- Frequent routes also carry over half of SamTrans' riders and have the highest productivity and lowest cost per boarding of all route categories (besides School-Oriented routes).
- East Palo Alto and surrounding areas had the largest overall growth in boardings, which have increased by over 250 daily riders since 2019, driven by route 281 and the Ride Plus zone. North County has seen a drop in boardings but remains the highest ridership area.

² [San Francisco's Muni Hits 75 percent in Ridership Recovery, Making Significant Milestone in the City's Recovery](#)

- Express and Limited Stop ridership is down, possibly due to the change in commuter patterns.
- Ridership at the community colleges is down, possibly due to more remote classes.

For the original three *Reimagine SamTrans* goals, the data suggest SamTrans met two of the three.

Goal	Outcome	Support
Improve the experience for existing SamTrans customers	Goal met	<ul style="list-style-type: none"> • 2024 Triennial Survey showed an increase in mean score for overall satisfaction compared to 2021 • 2025 Customer Satisfaction Survey found 82 percent of respondents were satisfied with SamTrans service, with 47 percent of respondents saying their SamTrans experience has improved in the past year
Grow new and more frequent ridership on SamTrans	Goal met	<ul style="list-style-type: none"> • 2024 Triennial Survey found 32 percent of riders were relatively new (riding <1 year) • Weekend ridership has exceeded 2019 weekend ridership • Total ridership is nearly fully recovered compared to 2019 ridership • SamTrans is outperforming most agencies in the region and country in ridership recovery
Build SamTrans' efficiency and effectiveness as a mobility provider	Room for improvement	<ul style="list-style-type: none"> • Service hours per year increased by about 30,000, mostly for weekend service • Systemwide productivity (boardings per revenue hour) has declined and is down about 10 percent compared to 2019 • Some services are currently oversupplied and need to be rightsized

Most routes in the SamTrans system meet standards. For the routes not meeting standards, such as the Express and Limited Stop routes, minor changes can improve efficiency, rider experience, and ridership. To further increase ridership and improve productivity, SamTrans will explore:

- Reinvesting hours from underperforming Express and Limited Stop routes to increase service levels on some of SamTrans’ best performing routes and rightsizing service on unproductive routes.
- Speeding up service in high-demand areas and reducing complexity by straightening routes with unproductive segments and connecting shorter routes to major activity centers.

Proposed Summer Service Changes

SamTrans has two upcoming service changes this summer: June (effective June 14) and August (effective August 2).

Proposed service changes for June:

- Pause service on school-oriented routes
- Implement long-term detour for routes ECR and 397 Owl to address El Camino Real Roadway Renewal Project construction

Proposed service changes for August:

The August service change includes resuming school-oriented routes for the new school year and syncing schedules with regional partners. Additionally, staff are proposing the following changes:

Route	Route Category	Proposed Change
CSM	Express and Limited Stop	<ul style="list-style-type: none"> • Reroute out of the Baywood-Aragon neighborhood and onto El Camino Real between downtown San Mateo and State Route (SR)-92 to improve ridership • Discontinue weekend service due to low ridership
ECR Owl	Owl	<ul style="list-style-type: none"> • Adjust schedule to better align with San Francisco International Airport (SFO) shift changes to improve ridership.

EPX	Express and Limited stop	<ul style="list-style-type: none"> • Straighten between East Palo Alto and the Redwood City Transit Center to provide faster service and improve ridership.
FCX	Express and Limited stop	<ul style="list-style-type: none"> • Adjust schedule to better match peak travel.
250	Local	<ul style="list-style-type: none"> • Reroute in San Mateo off Casa de Campo and onto Los Prados Street to address an operational safety concern.
Ride Plus – East Palo Alto	Special	<ul style="list-style-type: none"> • Add the Palo Alto Transit Center as a pick-up/drop-off location for the East Palo Alto/Belle Haven zone of Ride Plus to increase ridership and respond to customer requests. • Reduce the number of vans on the weekends to right-size to demand.
Ride Plus – Half Moon Bay	Special	<ul style="list-style-type: none"> • Add Moss Beach and Montara to the Half Moon Bay zone of Ride Plus to increase ridership and respond to customer requests. • Start service at 7:00 a.m. daily to meet morning demand.

Long-Term Route ECR and 397 Owl Detour

California Department of Transportation (Caltrans) is improving a 3.3 mile stretch of El Camino Real, primarily in Burlingame. Preconstruction started in January, and route ECR has been on a temporary detour along California Drive. Major construction is expected to start in June 2026 and last through 2029.

Due to the project’s extended length, staff recommend incorporating a long-term detour bypassing the entire project area for the project’s duration along California Drive, starting with the June 2026 service change for routes ECR and 397 Owl. The detour will be in effect for all trips daily to provide consistent service for passengers.

Temporary bus stops are proposed at Park Road/Howard Avenue, California Drive/Grove Avenue, California Drive/Rosedale Avenue, California Drive/Trousdale Drive, and California Drive/Murchison Drive. Staff are coordinating with City of Burlingame to support accessibility of all bus stops.

Caltrans expects weekday delays of up to 15 minutes during off-peak periods and up to 30 minutes in peak periods. With the additional construction delay, it is possible a one-way ECR trip could take up to three hours to complete. This is an extensive time for an operator to drive without breaks; therefore, staff are recommending piloting a split of Route ECR at Millbrae Transit Center.

This would create a northern segment between Daly City Bay Area Rapid Transit (BART) Station and Millbrae Transit Center, and a southern segment between Millbrae Transit Center and Palo Alto Transit Center. Transfers between the two segments will be timed to allow those traveling past Millbrae to catch the second bus. Staff recommend implementing a Clipper promotion / free transfer grace period to transition cash paying passengers onto Clipper.

Other benefits of splitting route ECR during construction include minimizing reliability impacts to the northern segment and providing easier transfers from route ECR to route 292, BART, and Caltrain.

Staff are working to estimate resources (i.e. operators and vehicles) needed to implement this change. Communications via signage, public outreach, social media posts, and the SamTrans website, etc. will be implemented to share this change with passengers.

Budget Impacts

No anticipated budget impacts as of this report.

Prepared By:	Kate Christopherson, AICP	Principal Transportation Planner, Operations Planning and Scheduling	650-622-7877
	Jonathan Steketee	Manager, Operations Planning and Scheduling	650-551-6166
	Millie Tolleson	Director, Planning	650-622-7815



Reimagine SamTrans Evaluation, Proposed Summer Service Changes, Long-Term ECR Detour

Item #11.c
4/1/2026



SamTrans Board of Directors

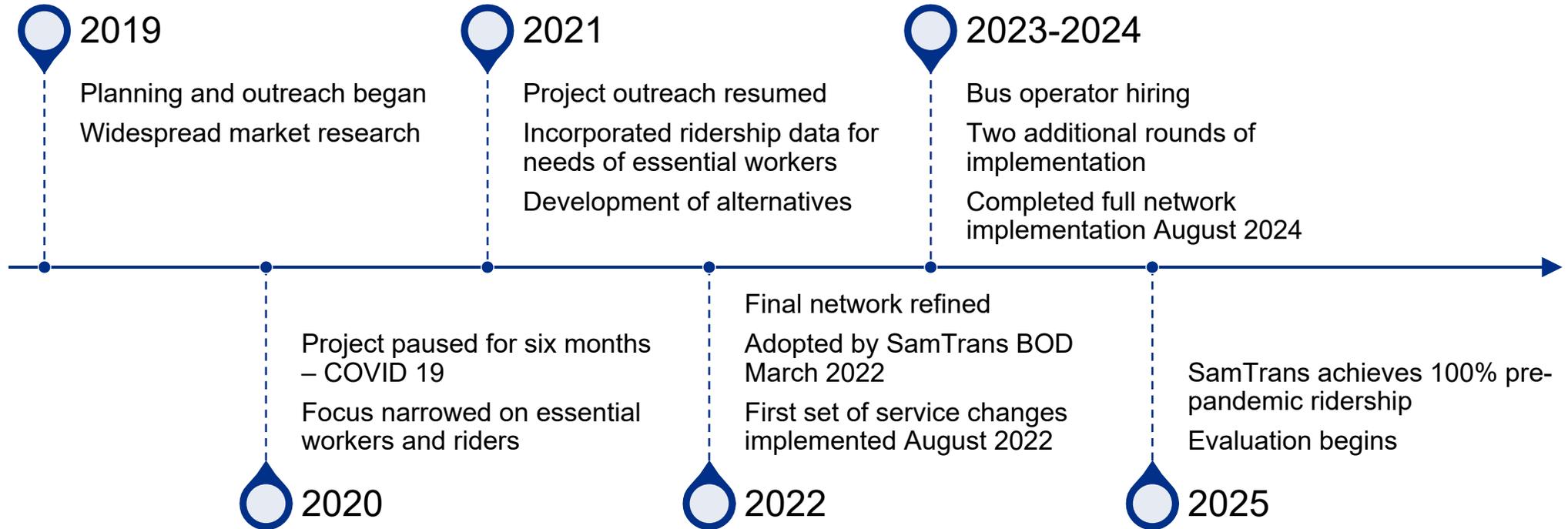
April 1, 2026

Agenda

- *Reimagine SamTrans* Evaluation
- Summer Service Modifications
 - El Camino Real detour update
 - Fixed route changes
 - Ride Plus modifications



Reimagine SamTrans Roadmap

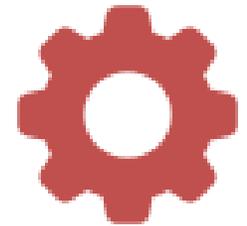
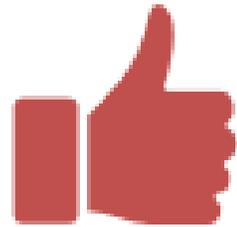


The Reimagine Network Vision

- More **frequent** service on 15 routes
- More **off-peak service** on 10 routes
- New **connections** to Oyster Point, SFO, colleges
- **Clearer**, more **understandable** service
- Faster, more **direct** service
- New **on-demand** services



Revisiting *Reimagine SamTrans* Goals



The goals of Reimagine SamTrans were to ...



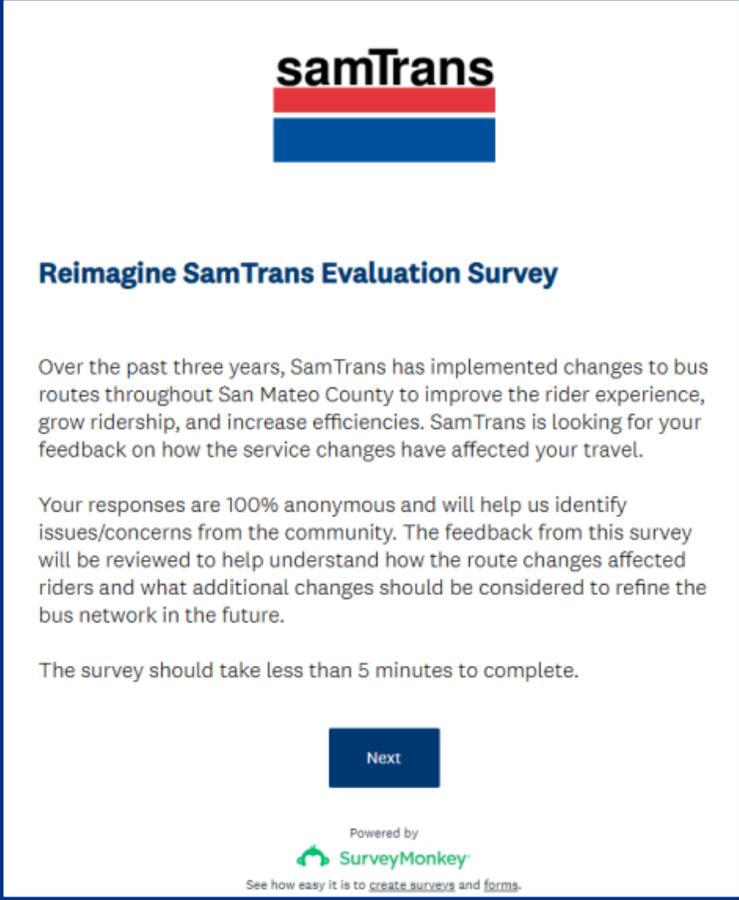
Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans' efficiency and effectiveness as a mobility provider

Reimagine SamTrans Evaluation

- **Objective:** assess outcomes against original goals
- **Sources of data and insights:**
 - 2026 *Reimagine SamTrans* Evaluation Survey
 - 2025 On-Board Customer Satisfaction Survey
 - 2024 Triennial Survey (compared to 2021 Triennial Survey)
 - Service Policy Framework
 - Ridership and productivity data



The screenshot shows the landing page for the "Reimagine SamTrans Evaluation Survey". At the top is the SamTrans logo. Below it is the survey title. The main text explains that SamTrans has implemented changes to bus routes to improve the rider experience and is seeking feedback. It states that responses are 100% anonymous and will help identify issues and refine the bus network. A "Next" button is visible at the bottom, along with the SurveyMonkey logo and tagline.

samTrans

Reimagine SamTrans Evaluation Survey

Over the past three years, SamTrans has implemented changes to bus routes throughout San Mateo County to improve the rider experience, grow ridership, and increase efficiencies. SamTrans is looking for your feedback on how the service changes have affected your travel.

Your responses are 100% anonymous and will help us identify issues/concerns from the community. The feedback from this survey will be reviewed to help understand how the route changes affected riders and what additional changes should be considered to refine the bus network in the future.

The survey should take less than 5 minutes to complete.

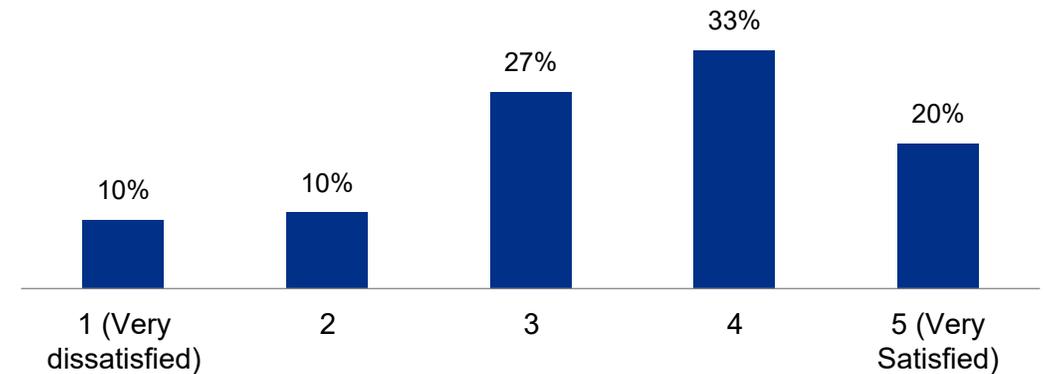
Next

Powered by
 SurveyMonkey
See how easy it is to create surveys and forms.

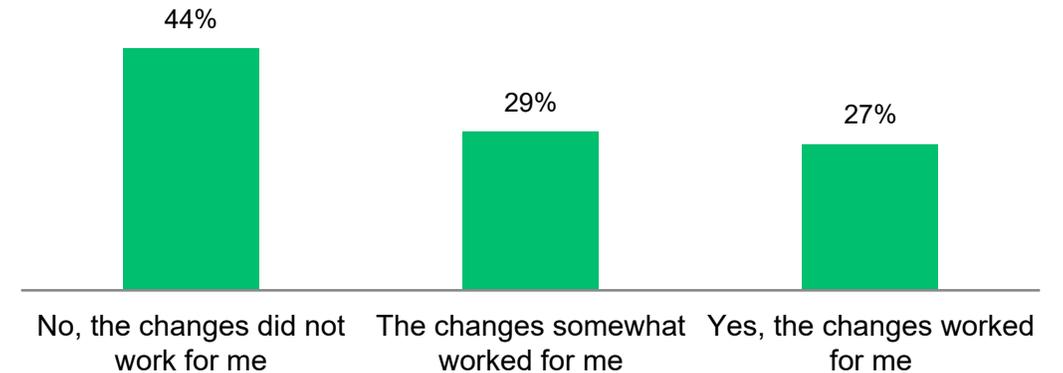
Reimagine SamTrans Survey Results

- 80% of respondents were somewhat to very satisfied with SamTrans service
- ECR, 292, 120, and 130 were the most-used routes
 - ECR alone was used by 15% of respondents
- FCX received the most comments (20)
- 62% of respondents had a route change as part of *Reimagine SamTrans*
- 56% of respondents say changes worked for them

How would you rate your overall SamTrans experience?



Did the route changes work for you?



Goal 1



Improve the experience for existing SamTrans customers

- 2024 Triennial Survey showed increase in overall satisfaction compared to 2021
 - Highest satisfaction among people riding off-peak on weekdays
- 2025 Customer Satisfaction Survey found 82% of respondents were satisfied with SamTrans
 - **Nearly half of respondents (47%) said their SamTrans experience has gotten better in the past year**
 - In what way? Increased reliability (25%), cleaner buses and/or bus stops (17%)

Survey Attributes – 2024 vs. 2021

Change is statistically significant

(5-point scale)	2024	2021	Change
Base (All Respondents)	3,248	2,369	
Overall experience with SamTrans	4.24	4.20	0.04
On-Time Performance	4.04	3.85	0.19
Frequency Of Buses	3.83	3.76	0.07
Routes Go Where I Want to Go	4.24	4.16	0.08
Communication Of Route Changes	3.85	3.93	-0.08
Helpfulness/Courtesy of Customer Service	4.09	4.09	0.00



Goal 2

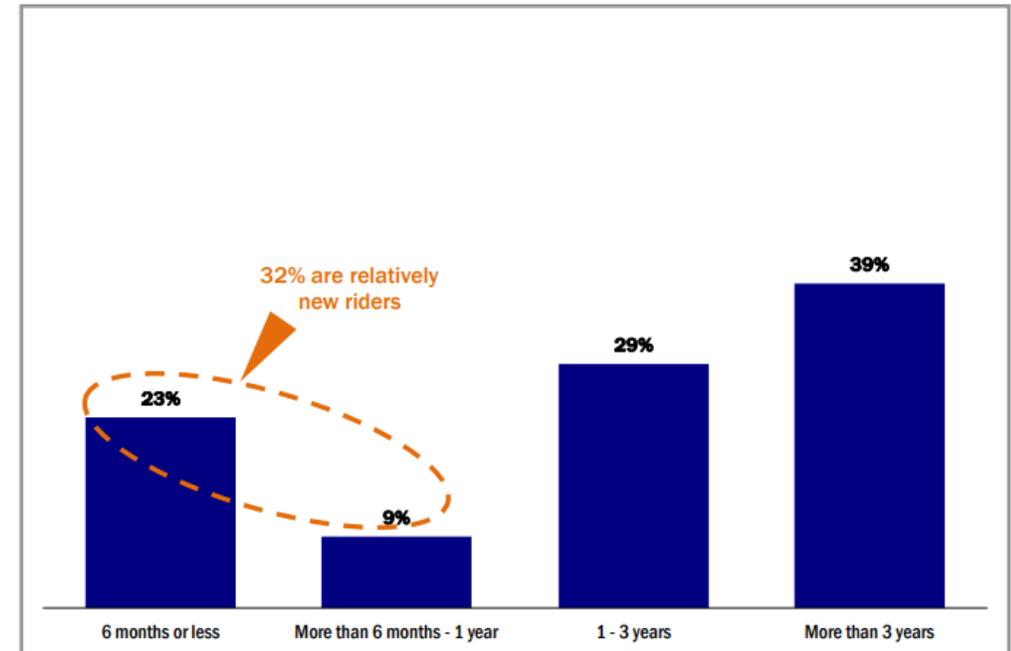


Grow new and more frequent ridership on SamTrans

- 2024 survey found 32% of riders were relatively new to SamTrans (riding <1 year)
- Little change to frequency of ridership
 - In 2021, average rider rode 4.6 days/week, and in 2024, 4.58 days/week
 - Top issue preventing more frequent ridership – "takes too long/too slow" (17%)
- Ridership is rebounding
 - Exceeding 2019 ridership on weekends
 - Total ridership is nearly fully recovered to 2019

RIDERSHIP TENURE

1. How long have you been riding SamTrans?



Goal 3



Build SamTrans' efficiency and effectiveness as a mobility provider

Reimagine SamTrans adjusted many routes, investing more hours in frequent routes and weekend service.

Service Levels

- Up ~30,000 service hours per year, mostly on weekends

Ridership

- Total systemwide ridership roughly 100% of 2019 (+/-)
- Exceeding 2019 levels on weekends!
- Weekdays are still recovering

Productivity (Boardings/Rev. Hr)

- Down 10% compared to 2019

Note: comparison is September 2019 to September 2025.



Service Policy Framework

Routes were evaluated against adopted key performance indicators (KPIs)

Metric	Frequent Transit	Local	Community	Express & Limited	School-Oriented	Owl
Minimum Boardings per Revenue Hour						
<i>Meets Standard</i>	15 or above	10 or above	7 or above	16 or above	25 or above	5 or above
<i>Monitoring</i>	10–14	7–9	5–6	9–15	20–24	—
<i>Not Meeting Standard</i>	Below 10	Below 7	Below 5	Below 9	Below 20	Below 5
Cost per Passenger						
Meets Standard	\$15	\$20	\$35	\$15	\$15	\$35
On-Time Performance						
Meets Standard	85%	85%	85%	90% ¹	90% ¹	85%



Performance by Service Type

Frequent routes outperform other route categories; express/limited stop routes perform worst

Route Type	Sept. '25 Boardings	% System Hours	% System Riders	Sept. '25 Productivity (Boardings per Hour)	Cost per Boarding (\$)	Boardings vs 2019	Productivity vs 2019
System	999,900	100%	100%	17.3	\$11.27	-4.3%	-9.7%
Frequent	537,507	41%	54%	22.9	\$8.54	5.2%	4.8%
Local	295,571	38%	30%	13.6	\$14.38	-2.4%	-22.0%
Community	52,179	11%	5%	8.5	\$23.13	-34.7%	-36.6%
Express & Limited Stop	13,208	6%	1%	3.6	\$54.99	-76.9%	-54.7%
School-Oriented	94,137	2%	9%	65.9	\$2.97	1.1%	-40.5%
Owl	6,688	2%	1%	6.3	\$31.24	19.8%	-28.5%



Summary

Reimagine SamTrans goals



Improve experience for existing customers

- 2025 Customer Satisfaction Survey found 82% of respondents were satisfied with SamTrans service
- Nearly half of riders (47%) said their SamTrans experience improved since 2024



Grow new and more frequent ridership

- Overall ridership is nearly recovered to 2019 levels (weekends exceeding while weekdays are still recovering)
- Survey results showed 1/3 of respondents new to using SamTrans
- Outperforming most agencies in the region and country in ridership recovery



Build SamTrans efficiency and effectiveness as a mobility provider

- Productivity is down 10% compared to 2019
- Some service is currently oversupplied and needs to be rightsized



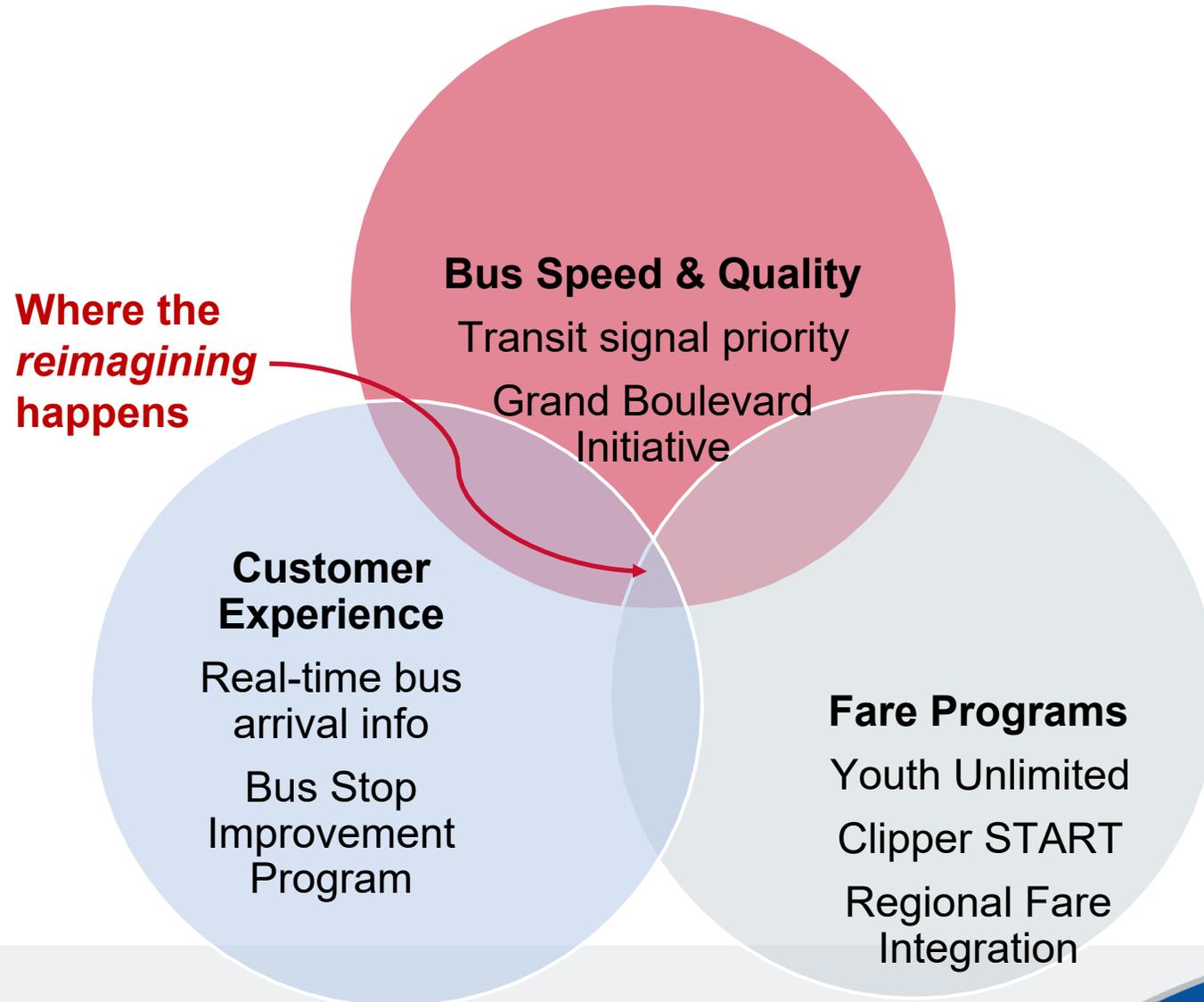
Looking Ahead

To further increase ridership and improve productivity, SamTrans should:

- **Double down on best performers**
 - Reinvest hours from underperforming Express & Limited Stop routes into Local and Frequent routes
 - Right-size service on unproductive routes
- **Speed up service in high-demand areas and reduce complexity**
 - Further straighten routes with unproductive segments
 - Connect shorter routes to major activity centers



Looking beyond *Reimagine SamTrans*



Summer Service Changes

June and August 2026



Summer Service Changes Overview

June 2026 – effective June 14

- School-oriented routes paused
- Minor schedule adjustments
- Implement Route ECR and 397 Owl long-term detour

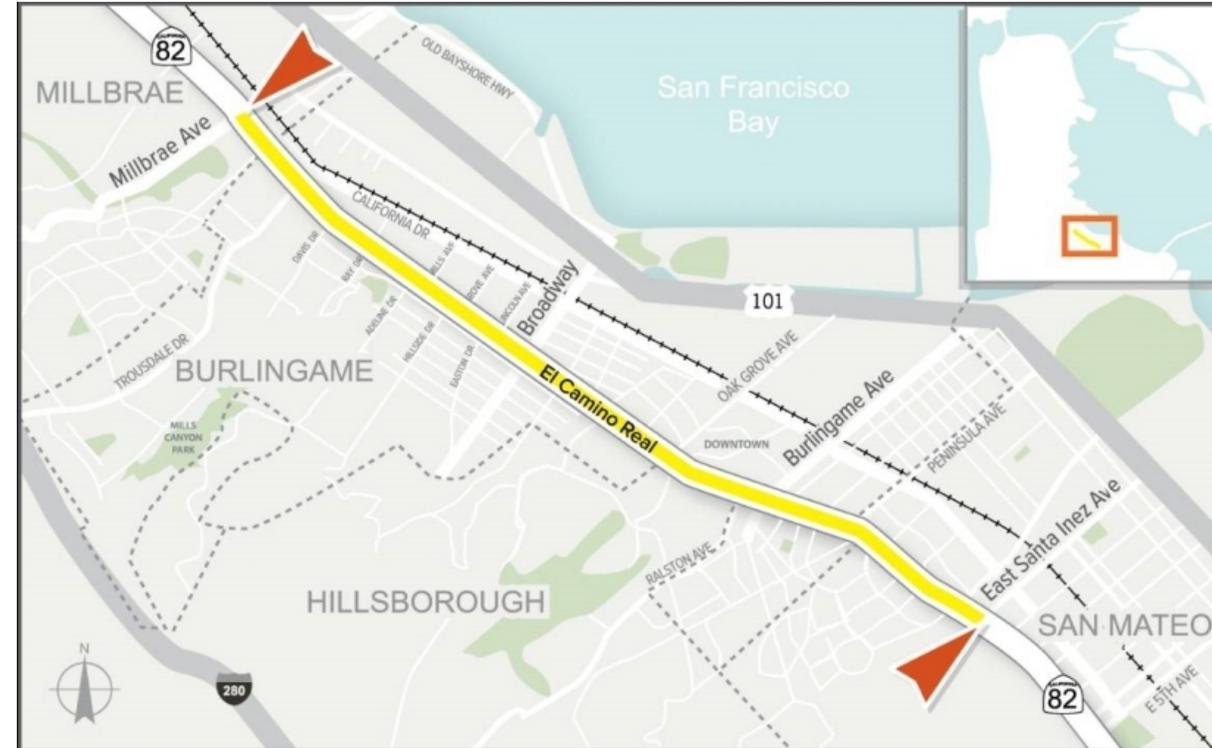
August 2026 – effective August 2

- School-oriented routes return
- Changes to routes CSM, ECR Owl, EPX, FCX, and 250
- Ride Plus service adjustments



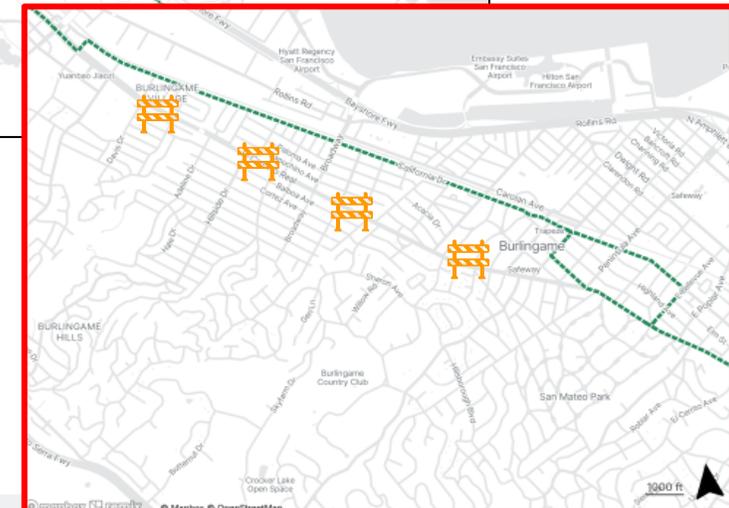
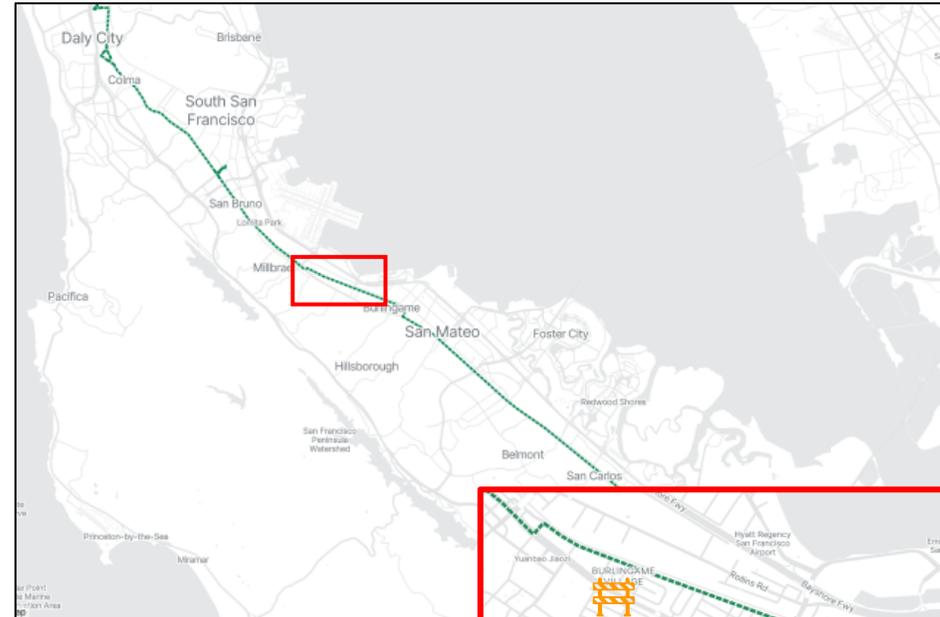
El Camino Real Roadway Renewal Project

- 3.3 mile stretch of El Camino Real
- Will remove trees, upgrade sidewalks and crossings, update utilities, repave roadway
- Construction Timeline: 2026-2029
 - Includes full weekday closures between 9am-6pm
 - Major construction starts in June 2026
 - Caltrans estimates construction will **add 15-30 minutes** of delays



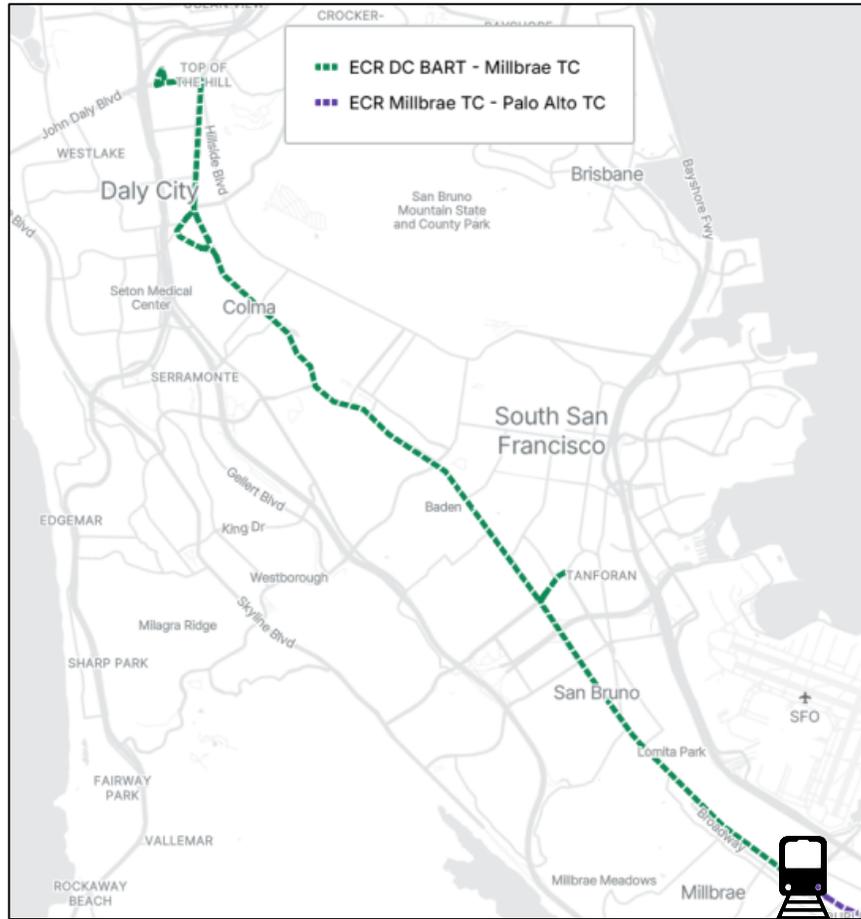
Long-Term Route ECR Detour

- Staff recommends incorporating a **long-term detour** bypassing the entire project area
 - Effective with next service change (June) until the end of the project (approx. 2029)
 - In effect for all ECR trips, 7 days a week
 - Route ECR currently scheduled at around 2h20m one-way; with detour, peak period trips could be as long as 2h54 one-way

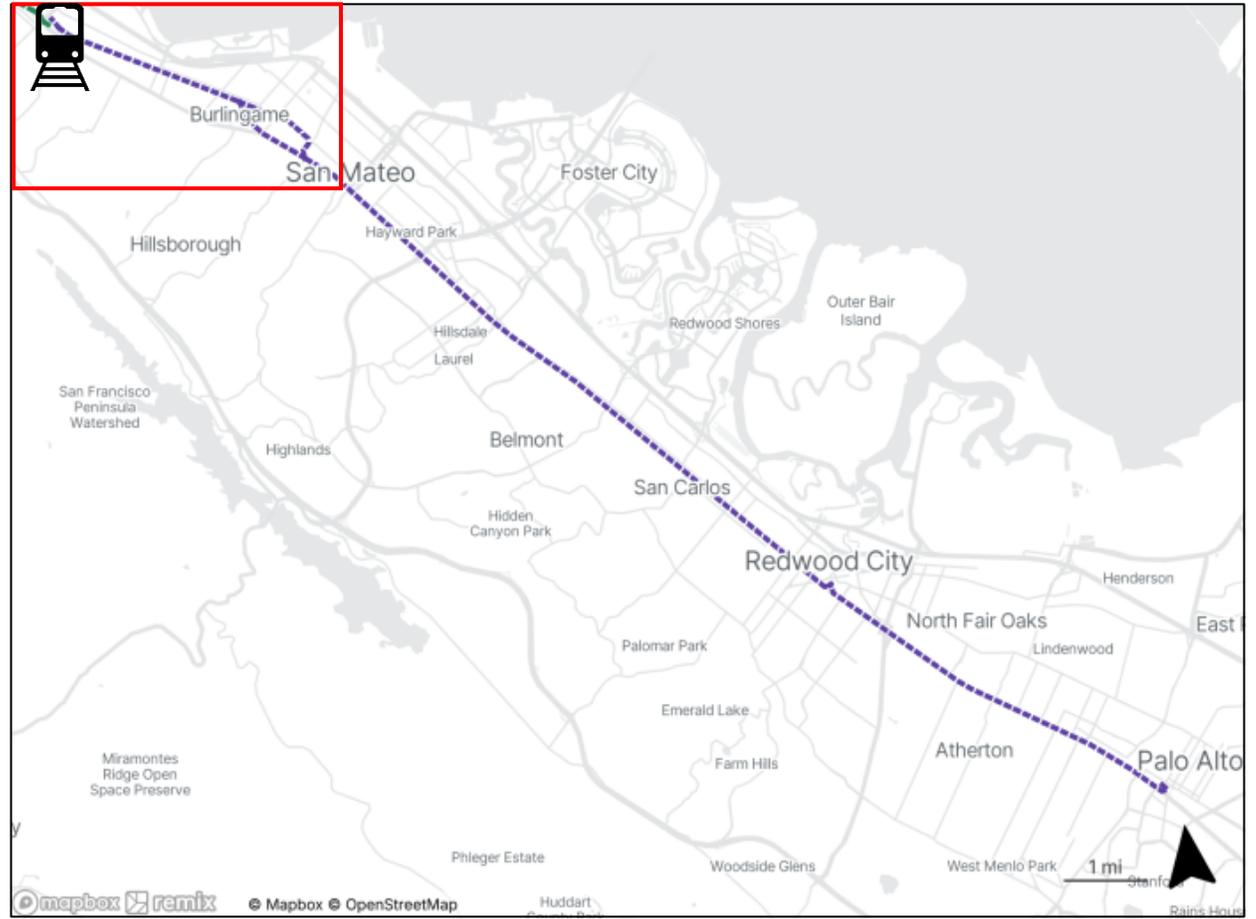


Pilot: Split Route ECR at Millbrae

North Segment – *unaffected*



South Segment – *affected by detour*



Proposed Detour Bus Stops



Summary: Staff Recommendation

- **Move forward with long-term detour for routes ECR and 397 Owl, plus pilot splitting Route ECR**
 - Implement temporary Clipper promotion/free transfer grace period at Millbrae Transit Center
 - Implement street teams, expanded signage, and other communications tools
 - Consult with City of Burlingame on northbound bus stop accessibility and safety improvements
 - Implement with June Service Change



Proposed August Service Changes

Route	Proposed Change
CSM	<ul style="list-style-type: none">• Discontinue weekend service• Routing modification
ECR Owl	<ul style="list-style-type: none">• Schedule adjustment to better align with SFO shift changes
EPX	<ul style="list-style-type: none">• Straighten routing between EPA and RWC Transit Center, make route faster
FCX	<ul style="list-style-type: none">• Adjust scheduled trips to better match peak travel
250	<ul style="list-style-type: none">• Adjust route to serve Los Prados St instead of Casa de Campo to address operational safety concern



Ride Plus Service Adjustments

East Palo Alto

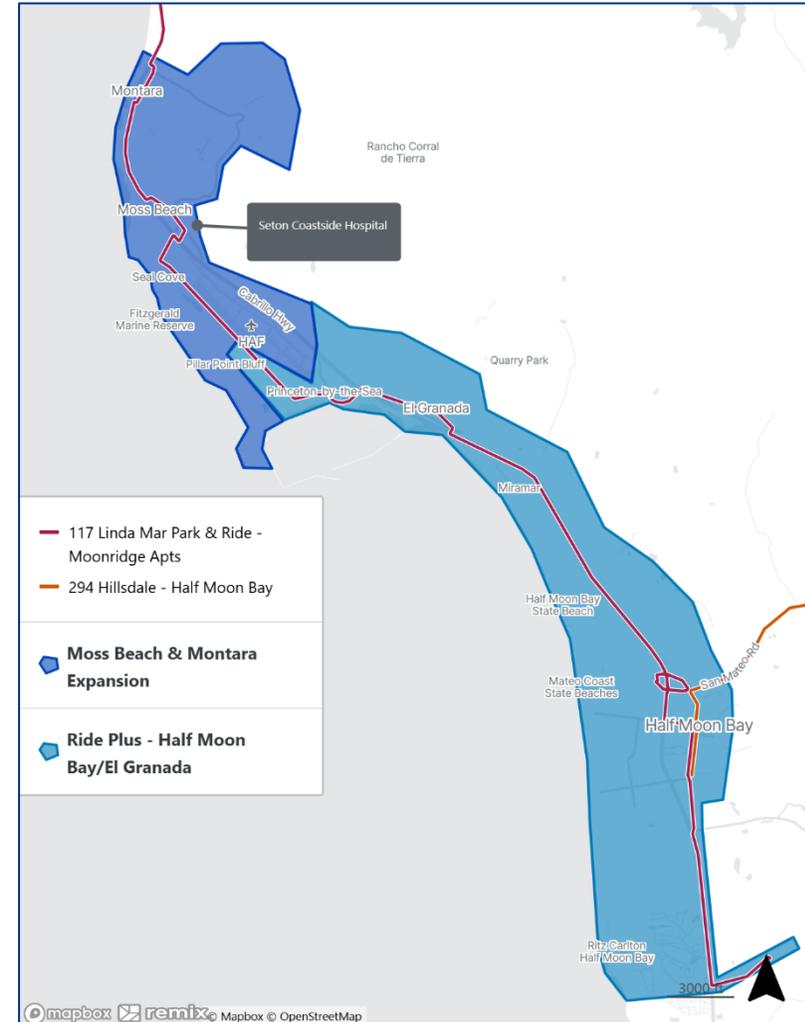
- Daily, add Palo Alto Transit Center as a pick-up/drop-off location
 - Received \$5M from TA's Regional Transit Connections grant
- Weekends, reduce the number of vans from 3 to 2 to right size service to demand



Ride Plus Service Adjustments

Half Moon Bay/Coastside

- Add Moss Beach and Montara to zone
- Daily, open service one hour earlier at 7:00 AM to meet morning demand





Item #11.c.
4/1/2026

Thank you!



Contact SteketeeJ@samtrans.com for comments/questions.