

Revised 5/4/2026 at 5:30pm: Item 3.e. – Revised Agenda Item Title and Materials, and Item 10.d. – Presentation added

Revised 5/5/2026 at 2:00pm: Item 8.e. Report Added; Item 10.d. – New slide added to Presentation



**BOARD OF DIRECTORS 2026**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## **REVISED AGENDA**

### **San Mateo County Transit District**

Board of Directors Meeting

May 6, 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](mailto: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.

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

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

**Wednesday, May 6, 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 April 1, 2026 Motion
    - 3.b. Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 3 Motion
    - 3.c. Accept Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter Three Motion
    - 3.d. Accept Quarterly Investment Report Motion
    - 3.e. Awarding a Cooperative Purchasing Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery of 26 Model Year 2026 Driverge 350EL Paratransit Vans for a Total Not-To-Exceed Amount of ~~\$3,306,586~~ **\$3,360,266**, and Authorizing Disposition of 26 Paratransit Cutaway and Minivan Vehicles from Model Years 2017, 2018, and 2020 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
    - 5.a. Proclamation Honoring Asian American and Pacific Islander Heritage Month Motion
    - 5.b. American Public Transportation Association (APTA) Legislative Conference and Hydrogen Fuel Cell Bus Council (HFCBC) Advocacy Day Informational

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- |      |   |               |
|------|---|---------------|
| 5.c. | Ad Hoc Committees Report  | Informational |
|      | <ul style="list-style-type: none"><li>• Child Care Ad Hoc</li><li>• Regional Transportation Measure Ad Hoc</li><li>• North Base Ad Hoc</li></ul>  |               |
| 6.   | Report of the General Manager/CEO   |               |
| 6.a. | Report of the General Manager/CEO   April 29, 2026  | Informational |
| 6.b. | Announcement of the 2026 Art Takes a Bus Ride Winners   | Informational |
| 7.   | Recess to Committee Meetings  |               |
| 8.   | Community Relations Committee / Committee of the Whole<br><i>Peter Ratto (Chair), Rico E. Medina, Jeff Gee</i>  |               |
| 8.a. | Call to Order   |               |
| 8.b. | Approval of Minutes of the Community Relations Committee Meeting on April 1, 2026   | Motion        |
| 8.c. | Accessible Services Update  | Informational |
| 8.d. | Proclamation Honoring Older Americans Month   | Motion        |
| 8.e. | Citizens Advisory Committee Update  | Informational |
| 8.f. | Appointments to the Community Advisory Committee  | Motion        |
|      | <ul style="list-style-type: none"><li>• Aurelio Huizar, Representing Bus Riders for a Term Ending April 30, 2029</li><li>• Kathleen Rubens, Representing Bus Riders for a Term Ending April 30, 2029</li><li>• Michael Auerbach, Representing Community for a Term Ending April 30, 2029</li><li>• Jedidiah Koon, Representing Multimodal Riders for a Term Ending April 30, 2029</li></ul> |               |
|      | And Reappointments to the Community Advisory Committee  |               |
|      | <ul style="list-style-type: none"><li>• Ben Mangiafico, Representing Community for a Term Ending April 30, 2027</li><li>• Alex Madrid, Representing Multimodal Riders for a Term Ending April 30, 2029</li></ul>  |               |
| 8.g. | Paratransit Advisory Council Update   | Informational |

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- 8.h. Monthly State of Service Report - March 2026 Informational
- 8.i. Adjourn
- 9. Finance Committee / Committee of the Whole  
*Rico E. Medina (Chair), Josh Powell, Jackie Speier*
  - 9.a. Call to Order
  - 9.b. Approval of Minutes of the Finance Committee Meeting on April 1, 2026 Motion
  - 9.c. Authorizing Execution of an Amendment to the Agreement with the San Mateo County Sheriff's Office and an Updated Agreement with the County of San Mateo for an Additional Five Years of Law Enforcement and Emergency Dispatch Services, Respectively, to Reflect Modified Terms and Conditions for Indemnification Motion
  - 9.d. Adjourn
- 10. Legislative Committee / Committee of the Whole  
*Marina Fraser (Chair), Peter Ratto, David J. Canepa*
  - 10.a. Call to Order
  - 10.b. Approval of Minutes of the Legislative Committee Meeting on April 1, 2026 Motion
  - 10.c. Legislative Update Informational
  - 10.d. Presentation on Draft Local Investment Plan for Potential Senate Bill 63 Regional Tax Measure Return-to-Source Funds for San Mateo County Transit Purposes Informational
  - 10.e. Adjourn
- 11. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole  
*Cancelled as there are no business items this month*
- 12. Reconvene Board of Directors Meeting
- 13. Matters for Board Consideration: Community Relations Committee
  - 13.a. Proclamation Honoring Older Americans Month Motion

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

- 13.b. Appointments to the Community Advisory Committee Motion
- Aurelio Huizar, Representing Bus Riders for a Term Ending April 30, 2029
  - Kathleen Rubens, Representing Bus Riders for a Term Ending April 30, 2029
  - Michael Auerbach, Representing Community for a Term Ending April 30, 2029
  - Jedidiah Koon, Representing Multimodal Riders for a Term Ending April 30, 2029
- And Reappointments to the Community Advisory Committee
- Ben Mangiafico, Representing Community for a Term Ending April 30, 2027
  - Alex Madrid, Representing Multimodal Riders for a Term Ending April 30, 2029

14. Matters for Board Consideration: Finance Committee

- 14.a. Authorizing Execution of an Amendment to the Agreement with the San Mateo County Sheriff's Office and an Updated Agreement with the County of San Mateo for an Additional Five Years of Law Enforcement and Emergency Dispatch Services, Respectively, to Reflect Modified Terms and Conditions for Indemnification Resolution

15. Communications to the Board of Directors

16. Board Members Requests

17. Date / Time / Location of Next Regular Meeting: Wednesday, June 3, 2026, at 2:00 pm

*The meeting will be accessible via Zoom teleconference and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030. Please see the meeting agenda for more information.*

18. Report of the General Counsel

- 18.a. Closed Session: Conference with Legal Counsel on a matter of Existing Litigation pursuant to Government Code section 54956.9(d)(1)  
Name of Case: John Cu and Crystal Gines v. San Mateo County Transit District, et al  
San Mateo County Superior Court Case 24-CIV-04216

19. Reconvene Open Session

20. Report Out from Closed Session Informational

21. Adjourn

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

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### **Accessible Public Meetings/Translation**

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

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

**1250 San Carlos Avenue, San Carlos, California**

**DRAFT Minutes of April 1, 2026**

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

**Members Absent:** Jackie Speier

**Staff Present:** J. Cassman, A. Chan, K. Christopherson, T. Dubost, J. Epstein, L. Lumina-Hsu, J. Mello, L. Millard-Olmeda, D. Olmeda, A. Rivas, D. Santoro, J. Steketee, M. Tolleson, M. Tseng, K. Yin

**1. Call to Order / Pledge of Allegiance**

Chair Marie Chuang called the meeting to order at 2:00 pm and April Chan, General Manager/CEO, led the Pledge of Allegiance.

**2. Roll Call**

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

**3. Consent Calendar**

**3.a. Approval of Minutes of the Board of Directors Meeting of March 4, 2026**

**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 – Approved by Resolution No. 2026-19**

**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 – Approved by Resolution No. 2026-20**

**3.d. Authorizing Remote Meetings for the Paratransit Advisory Council under Senate Bill 707 – Approved by Resolution No. 2026-21**

**3.e. Authorizing the Filing of an Application with the Metropolitan Transportation Commission for State Transit Assistance for Fiscal Year 2026 – Approved by Resolution No. 2026-22**

**3.f. Authorizing Execution of an Intergovernmental Agreement to Develop and Reimburse Costs for a Project Initiation Document for the Grand Boulevard Initiative – Approved by Resolution No. 2026-23**

**3.g. Amending the SamTrans Title VI Policies – Approved by Resolution No. 2026-24**

Motion/Second: Esser/Ratto

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

Noes: None

Absent: Speier

**4. Public Comment for Items Not on the Agenda**

Aleta Dupree, Team Folds, Oakland, commented on managing agency role, transit connectivity, and electric buses.

Wen commented on FCX route, conducted rider surveys, and passenger interviews,

**5. Report of the Chair**

Chair Chuang stated there was no report.

**6. Report of the General Manager/CEO**

**6.a. Report of the General Manager/CEO | March 25, 2026**

Ms. Chan stated the report was in the packet and provided the following highlights:

- Moving to new headquarters (HQ) in May in two phases; monthly HQ construction updates will end after this month and transition to office and retail leases, decision to purchase new HQ, and financing
- New HQ tour with San Mateo County Council of Cities; contingent status of the Peninsula Corridor Joint Powers Board (Caltrain) lease agreement. Lease must be executed before Caltrain moves into the new space
- Clipper Next Generation issues persist. Agencies coordinating with Metropolitan Transportation Commission (MTC) to troubleshoot issues. Clipper ridership data currently unreliable or unavailable. Ridership estimated with other sources, such as farebox numbers and automatic passenger counter (APC) data. MTC and Cubic Corporation (Cubic) to work on financial reconciliation in light of the Clipper Next Generation's current challenges
- Immediate national recruitment for Chief Financial Officer (CFO) in preparation for current CFO Kate Jordan Steiner's June departure; Ladi Millard-Olmeda as Interim Chief Financial Officer

Staff provided further clarification in response to the Board comments and questions regarding the El Camino Real (ECR) construction and ECR route changes.

*Director Canepa left the meeting at 2:16pm.*

**6.b. Monthly New Headquarters Construction Status Update**

Kris McGee, Managing Principal at Urban Hive Development, and Joshua Mello, Chief Planning Officer, provided the presentation that included project timeline updates, parking structure privatization, audio-visual installations, upcoming Board approvals, fourth floor tenancy and retail space availability, and the Daycare Ad Hoc Committee.

Staff provided further clarification in response to the Board comments and questions regarding staff coordination and pending Peninsula Corridor Joint Powers Board (Caltrain) tenancy.

**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 – Approved by Resolution No. 2026-25**

Joan Cassman, General Counsel, provided the report that included a recap of the information presented at the March 4, 2026 regular Board of Directors (Board) meeting and questions raised by the Board. Santa Clara Valley Transportation Authority (VTA) and the San Francisco Municipal Transportation Authority (SFMTA) approved the agreement; however, the agreement is pending one additional approval from the San Francisco Board of Supervisors (SFBOS). The memorandum of understanding (MOU) addresses future liabilities and responsibilities of each agency.

Motion/Second: Fraser/Ratto

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

Noes: None

Absent: Canepa, Speier

Abstain: Powell

**6.d. Presentation of Safety Awards**

Ms. Chan recognized North Base operators for upkeeping safety standards throughout 2025. Kris Longa, North Base Transportation Manager, and Ana Rivas, Director, Bus Transportation, accepted the Safety Award.

Mr. Longa acknowledged the work of all bus operators at North and South bases.

Public Comment

Aleta Dupree, Team Folds, Oakland, commented on Clipper 2.0 and new headquarters' location and public transit connectivity.

Roland commented on CFO staffing changes and salary compensation structure.

**7. Recess to Committee Meetings**

The Board meeting recessed to Committee Meetings at 2:38 pm.

*Director Canepa rejoined the meeting at 2:39pm.*

**12. Reconvene Board of Directors Meeting**

Chair Chuang reconvened the Board meeting at 4:04 pm.

**13. Matters for Board Consideration: Finance Committee**

Director Medina led the Board in voting on the following item:

**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 –**

*Approved by Resolution No. 2026-26*

Motion/Second: Chuang/Canepa

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

Noes: None

Absent: Speier

**14. Matters for Board Consideration: Legislative Committee**

Director Fraser led the Board in voting on the following item:

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

Motion/Second: Ratto/Esser

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

Noes: None

Absent: Speier

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

**16. Board Member Requests – There were none.**

Director Gee stated SB 63 legislation required a Financial Oversight Committee. He will be serving as Committee Vice Chair, representing the Peninsula Corridor Joint Powers Board (JPB or Caltrain). Phase 1 of the draft report released on April 1 will be discussed at the next Financial Oversight Committee meeting on April 17.

**17. Date / Time of Next Regular Meeting: Wednesday, May 6, 2026, at 2:00 pm**

**18. Report of the General Counsel**

Ms. Cassman stated there was no report.

**19. Adjourn – The meeting adjourned at 4:08 pm.**

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manger/CEO  
From: David Santoro, Chief Administration Officer  
Subject: **Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 3**

**Action**

Staff recommends that the San Mateo County Transit District (District) Board of Directors (Board) accept the quarterly report for Board-awarded on-call contracts for Fiscal Year 2026 Quarter 3 (FY26Q3).

**Significance**

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

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

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

1. General Engineering Consultant (GEC) Design Services Contract No. 21-S-P-028
2. Market Research Services Contract No. 25-S-P-018
3. Temporary Staffing Services Contract No. 25-S-P-014
4. Transportation Planning and Support Services Contract No. 20-S-P-007

The below on-call contracts had no updates between Q2 and Q3.

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

2. Construction Management Services (CMS) for Battery Electric Bus, Hydrogen Fuel Cell Electric Bus, and Bus Facility Infrastructure Projects Contract No. 23-S-P-025
3. Environmental Planning, Permitting, and Support Services Contract No. 19-S-P-072
4. General Commercial Real Estate Brokerage Services Contract No. 24-S-P-105
5. General Engineering Consultant (GEC) Design Services Contract No. 23-S-P-038
6. Printing Services Contract No. 21-S-P-031
7. Project Management Oversight (PMO) Contract No. 21-S-P-052
8. Real Estate and Other Legal Services Contract No. 22-S-P-023
9. Recruiting Contract No. 25-S-P-008
10. Technology Professional Services Contract No. 24-S-T-082

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

**Budget Impact**

There is no impact on the budget.

Prepared By: Kevin Yin

Director, Contracts and Procurement

650-622-7860

## **Attachment 1**

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

### **Scope of Services**

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

### **Scope of Services (As-Needed Design and Engineering)**

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

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

**Work Directive Phases (Typical)**

WDs may authorize any or all project phases, including:

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

**Table 1**

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

**Table 2**

<b>Contract Days</b>	<b>Days Elapsed</b>	<b>% Time Elapsed</b>	<b>Capacity Used</b>
2,556	1,839	72%	94%

**Table 3**

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

**Table 4**

<b>Vendor</b>	<b>Group 4</b>	<b>Total</b>
<b>Contract #</b>	21-S-P-028	
<b>Total WDs Issued</b>	\$7,484,822	<b>\$7,484,822</b>
<b>Previous Reporting Period</b>	\$12,394	<b>\$12,394</b>
<b>Current Reporting Period</b>	\$2,379	<b>\$2,379</b>

**Table 5**

<b>WD#</b>	<b>Title</b>	<b>Description (Updates in Bold)</b>	<b>Vendor</b>	<b>Updated</b>	<b>Start</b>	<b>(Revised) End</b>	<b>Amount This Period</b>
22325	SB Front Entrance Modification (DSDC)	Provide design and detailed technical specifications and cost estimates for the demolition and reconstruction of Districts South Base bus yard. This is a handoff WD from Facilities to Infrastructure continued from WD 20527 (100 percent Design).	Group 4	4/14/2026	1/7/2026	Upon completion of construction	\$2,379
<b>Total Amount This Period</b>							<b>\$2,379</b>

**Attachment 2**

**Contract Name:** Market Research Services Contract No. 25-S-P-018

**Scopes of Services**

This contract is to provide SamTrans with a bench of qualified and experienced on-call market research firms to conduct rider and non-rider research, passenger satisfaction studies, and various surveys on a project-by-project basis. Through these services, SamTrans aims to gain deeper insights into enhancing customer satisfaction and overall experience, ultimately improving service effectiveness and advancing its goal of providing safe and accessible mobility options to the community.

**Table 1**

<b>Contract Summary</b>	<b>Years</b>	<b>Amount</b>
Total Capacity:	5.0	\$2,100,000
Exercised	3.0	\$2,100,000
Work Directives Issued:		\$199,007.58
Remaining Exercised Capacity:		\$1,900,992.42

**Table 2**

<b>Contract Days</b>	<b>Days Elapsed</b>	<b>% Time Elapsed</b>	<b>Capacity Used</b>
1,826	198	11%	9%

**Table 3**

<b>Contract Information</b>	<b>Start</b>	<b>End</b>	<b>Years</b>	<b>Capacity</b>	<b>Resolution/Authorized</b>
Base	9/15/2025	9/14/2028	3.0	\$2,100,000	2025-39
Option 1	9/15/2028	9/14/2029	1.0		2025-39
Option 2	9/15/2029	9/14/2030	1.0		2025-39
Amendment					
<b>Total:</b>			<b>5.0</b>	<b>\$2,100,000</b>	

**Table 4**

<b>Vendor</b>	<b>Corey, Canapary &amp; Galanis</b>	<b>EMC Research</b>	<b>TOTAL</b>
<b>Contract #</b>	25-S-P-018A	25-S-P-01B	
<b>Total WDs Issued</b>	\$0	\$199,007.58	\$199,007.58
<b>Current Reporting Period</b>	\$0	\$199,007.58	<b>\$199,007.58</b>

**Table 5**

<b>WD#</b>	<b>Title</b>	<b>Description (Updates in Bold)</b>	<b>Vendor</b>	<b>Updated</b>	<b>Start</b>	<b>(Revised) End</b>	<b>Amount This Period</b>
22400	2026 SamTrans Website User Experience Study	<p>The purpose of this WD is to provide District staff with quantitative and qualitative data that characterizes the SamTrans website user profile and user experience, to inform website redesign and content changes, and to support preparation for compliance with the upcoming 2027 federal website accessibility requirements under Web Content Accessibility Guidelines (WCAG) 2.1 Level AA.</p> <p><b>Task 1: Discovery &amp; Data Review existing data sources from rider surveys and Google Analytics and deliver a report featuring existing conditions, data gaps and recommendations for Phase 1 Survey.</b></p>	EMC Research	Revised end date to allow for additional survey recruitment. No impact on budget.	01/22/2026	<b>05/04/2026 (5/27/2026)</b>	\$22,691.43
<b>Total Amount This Period</b>							<b>\$22,691.43</b>

**Attachment 3**

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

**Scope of Services**

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

**Table 1**

<b>Contract Summary</b>	<b>Years</b>	<b>Amount</b>
Total Capacity:	7.0	\$10,500,000
Exercised:	5.0	\$7,500,000
Work Directives Issued:		\$294,378
Remaining Exercised Capacity:		\$7,205,622

**Table 2**

<b>Contract Days</b>	<b>Days Elapsed</b>	<b>% Time Elapsed</b>	<b>Capacity Used</b>
2,555	273	11%	3.9%

**Table 3**

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

**Table 4**

<b>Vendor</b>	<b>AppleOne, Inc.</b>	<b>SearchPros Staffing LLC</b>	<b>Tellus Solutions Inc.</b>	<b>TOTAL</b>
<b>Contract #</b>	25-S-P-014A	25-S-P-014B	24-S-P-014C	
<b>Total WDs Issued</b>	\$79,000	\$97,720	\$196,579	<b>\$294,378</b>
<b>Previous Reporting Period</b>	\$0	\$30,187.40	\$80,743.03	<b>\$110,930.43</b>
<b>Current Reporting Period</b>	\$35,999.44	\$9,279.45	\$27,408	<b>\$72,686.89</b>

**Table 5**

<b>WD#</b>	<b>Title</b>	<b>Description (Updates in Bold)</b>	<b>Vendor</b>	<b>Updated</b>	<b>Start</b>	<b>(Revised) End</b>	<b>Amount This Period</b>
	Procurement Specialist	Procurement Specialist Temporary six-month assignment – <b>WD released again due to first selection not working out -Final Payment</b>	SearchPros		10/27/2025	2/20/2026	\$5,730.30
	Payroll Assistant	Payroll Assistant Temporary assignment	SearchPros		3/16/2026		\$3,549.15
	Safety Coordinator	Temporary Safety Coordinator, estimated 1,000 hours	AppleOne		1/20/2026		\$35,999.44
	Financial Reporting Accountant	Temporary Financial Reporting Account	Tellus		12/1/2025	1/31/2026	\$27,408
<b>Total Amount This Period</b>							<b>\$72,686.89</b>

#### **Attachment 4**

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

#### **Scope of Services**

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

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

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

**Table 1**

<b>Contract Summary</b>	<b>Years</b>	<b>Amount</b>
Total Capacity:	7.0	\$11,250,000.00
Exercised:	6.0	\$9,375,000.00
Work Directives Issued:		\$8,700,273.83
Remaining Exercised Capacity:		\$2,549,726.17

**Table 2**

<b>Contract Days</b>	<b>Days Elapsed</b>	<b>% Time Elapsed</b>	<b>Capacity Used</b>
2555	2206	86%	76.30%

**Table 3**

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

**Table 4**

<b>Vendor</b>	<b>Fehr &amp; Peers</b>	<b>Nelson/ Nygaard</b>	<b>Stantec Consulting, Inc.</b>	<b>TOTAL</b>
<b>Contract #</b>	20-S-P-007A	20-S-P-007B	20-S-P-007C	
<b>Total WDs Issued</b>	\$5,845,877.96	\$2,714,312.86	\$129,364.02	<b>\$8,689,554.84</b>
<b>Previous Reporting Period</b>	\$268,515.58	\$261,375.32	\$0	<b>\$529,890.90</b>
<b>Current Reporting Period</b>	\$10,718.99	\$0	\$0	<b>\$10,718.99</b>

**Table 5**

<b>WD#</b>	<b>Title</b>	<b>Description (Updates in Bold)</b>	<b>Vendor</b>	<b>Updated</b>	<b>Start</b>	<b>(Revised) End</b>	<b>Amount This Period</b>
22068-A2	North Base Relocation Analysis	Consultant shall continue to provide a comprehensive relocation analysis of SamTrans' North Base operations. <b>Amendment 2 is to extend up to 6/30/2026. No changes to scope of work or compensation</b>	Fehr & Peers	3/9/2026	8/13/2025	6/30/2026	\$0
22069-A1	SamTrans FY28-FY31 Capital Improvement Plan (CIP) and FY28-FY37 Capital Program	Consultant shall provide support for the preparation of the upcoming CIP for FY28-FY37. <b>Amendment 1 is to add scope of work and budget to include a step-by-step cost estimating guidance documents.</b>	Fehr & Peers	3/18/2026	11/24/2025	2/27/2027	\$10,718.99
<b>Total Amount This Period</b>							<b>\$10,718.99</b>

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

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

**Action**

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

**Significance**

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

**Budget Impact**

Accepting this report has no impact to the budget.

**Background**

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

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

- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.

Prepared By: Kevin Yin

Director, Contracts and Procurement

650-622-7860

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

**SAMTRANS**

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

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

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

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

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

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

**C&P Quarterly Report of Technology Purchases for Third Quarter of 2026**

January 1, 2026 - March 31, 2026		3rd Quarter			Contract Authority Amount Deducted from IT Resolution#2025-23	Total Contract or PO Amount (latest change included)	Remaining Authority
Date	Contract # or PO#	Vendor	Contract or PO Description				
1/15/2026	26-S-S-092	Presidio Network Solutions, Inc.	Head Quarters Network Equipment	\$ 796,679.13	\$ 796,679.13		
1/21/2026	SAMTR-22420	Oracle America Corporation	Enterprise Performance Management (EPM)	\$ 78,000.00	\$ 490,000		
2/23/2026	26-S-T-069	Konica Minolta	Maintenance and Support Services for Multi-Functional Devices (Copier-Printer-Scanner)	\$ 120,000.00	\$ 423,288.00		
3/26/2026	21-S-L-026	CDT	Microsoft 365 G5 and other online products (Amendment 1)	\$ 524,474.89	\$ 1,811,478.02		
3/27/2026	26-S-L-133	SHI International Corporation	Microsoft 365 G5 and other online products	\$ 853,019.03	\$ 2,559,057.09		
<b>TOTAL CONTRACT &amp; PO AMT TO DATE</b>				<b>\$ 2,372,173.05</b>	<b>\$ 6,080,502.24</b>	<b>\$ 3,269,704.67</b>	

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Accept Quarterly Investment Report**

**Action**

Staff propose that the Board of Directors (Board) accept and enter into the record the Quarterly Investment Report (QIR) for the fiscal quarter ending March 31, 2026.

**Significance**

The San Mateo County Transit District (District) Investment Policy contains a requirement for a quarterly report to be transmitted to the Board of Directors within 45 days of the end of the quarter.

**Budget Impact**

There is no impact on the budget.

**Background**

The District is required by California State law to submit quarterly investment reports to the Board of Directors within 45 days of the end of each quarter. The report provides transparency and accountability in managing public funds by detailing the investment portfolio's composition, performance, and compliance with legal and policy requirements. For March 31, 2026, the report includes:

- Types, issuers, maturity dates, and amounts of investments.
- Descriptions of funds managed by contracted parties.
- Current market values for all securities as of March 31, 2026.
- Compliance with the Investment Policy and California Government Code.
- Certification of the District's ability to meet its six-month expenditure requirements.

### **Portfolio Balances and Performance Highlights**

The District's total investment portfolio is valued at \$615. million. During the third quarter of Fiscal Year 2026 (FY26Q3), the entire portfolio earned \$5.4 million in interest income, with \$2.1 million generated from PFM Asset Management LLC (PFM) managed holdings.

1. \$236.1 million Investment Portfolio in FY26Q3; managed by PFM comprised of fixed income securities:
  - a. \$204.9 million in operating funds: 4.07 percent market yield
  - b. \$31.2 million in paratransit funds: 4.07 percent market yield
2. \$378.9 million Liquidity Portfolio in FY26Q3; managed by the District staff, comprised of short-term investments:
  - a. \$6.1 million Local Agency Investment Fund (LAIF): 3.8 percent market yield
  - b. \$9.8 million U.S. Bank Money Market Funds: 3.2 percent market yield
  - c. \$135 million Bank of America and JP Morgan Checking: 3.6 percent market yield
  - d. \$227.9 million in California Asset Management Program (CAMP): 3.8 percent market yield

Market yields may vary across the District's cash and investment holdings based on the type of vehicle, liquidity requirements, duration, portfolio composition, and the timing of rate resets. Accordingly, balances held in these accounts and investments may earn different rates at a given point in time.

### **Fiscal Year 2026 Quarter 3 Financial Overview**

The following summary outlines the financial performance and cash flow position for the third quarter of Fiscal Year 2026. The period was characterized by steady revenue inflows and controlled expenditures, resulting in a **\$42.4 million** positive net cashflow.

<b>FY26Q3 Beginning Balance</b>	<b>\$572,585,653</b>
<b>Revenue and Income</b>	
Proposition A	\$31,209,350
Measure W	\$15,507,961
Farebox Revenue (Clipper and Loomis)	\$2,503,342
Grants and Other Income	\$42,883,806
Managing Agency Cost Reimbursements	\$16,290,176
Total Investment Income	\$5,355,129
<b>Total Inflows</b>	<b>\$113,749,764</b>
<b>Expenditures</b>	
Total Transfers and Disbursements	-\$71,354,404
<b>FY26Q3 Ending Balance</b>	<b>\$614,981,013</b>
<b>Net Q/Q Cash Flow Increase</b>	<b>\$42,395,360</b>

### Revenue/Inflows

Total inflows for the quarter reached **\$113.7 million**, driven primarily by dedicated tax measures and grant funding:

- **Grants and Other Income:** Contributed **\$42.9 million**, representing the largest single revenue source.
- **Proposition A:** Accounted for **\$31.2 million** in funding.
- **Measure W:** Generated **\$15.5 million**, providing a significant boost to the overall liquidity position.

### Expenditures

Total outflows for the quarter, categorized under **Total Transfers and Disbursements**, amounted to **\$71.4 million**. These expenditures were successfully offset by the quarterly revenue, maintaining a sustainable burn rate relative to total cash on hand.

### Net Growth

Total cash increased by **7.4 percent** quarter over quarter, driven by a net cash flow increase of **\$42.4 million**. As a result, the agency's cash balance grew from **\$572.6 million** at the start of FY26Q3 to **\$615 million** at quarter-end. On a year-to-date basis, total cash has increased by **\$8.9 million**, or **1.5 percent**, from the beginning balance of \$606.1 million.

### Key Takeaway

The FY26Q3 financial results demonstrate a strong and stable liquidity position. With a closing balance exceeding **\$615 million** and a positive quarterly net cash flow, the agency remains well-capitalized to meet upcoming obligations and operational requirements as it transitions into the final quarter of the fiscal year.

## Market Conditions

### Federal Reserve and Monetary Policy

- **Calendar Year (CY) 2025 Retrospective:** The Federal Reserve System (Fed) implemented three quarter-point cuts in late 2025, ending the year at a range of **3.5 percent to 3.75 percent** to hedge against downside employment risks.
- **Current 2026 Outlook:** Following the March 2026 Federal Open Market Committee (FOMC) meeting, the Fed has shifted to a **"wait and see"** posture due to firm inflation data and geopolitical uncertainty. While 2025 year-end projections suggested multiple cuts, market expectations have repriced significantly toward **policy inertia**, with only one 25-basis-point cut anticipated late in CY 2026.

### Market and Economic Indicators

- **Treasury Yields:** Yields have faced broad upward pressure. Front-end yields (two, three, and five-year) rose by **22–32 basis points (bps)** in Q1, while the ten-year Treasury rose from **3.87 percent** to approximately **4.3 percent** by mid-April 2026, driven by fiscal concerns and a rebuilding of the term premium.
- **Inflation and Gross Domestic Product (GDP):** Real GDP growth for 2026 is projected at **2.2 percent to 2.3 percent**, supported by Artificial Intelligence (AI) capital expenditures and the "One Big Beautiful Bill Act." However, inflation remains "sticky," with core Personal Consumption Expenditures (PCE) accelerating to **3.1 percent**, complicating the path for further rate normalization.
- **Yield Curve Dynamics:** The environment favors a **neutral yield curve posture**. While the front end remains steady, long-term maturities are drifting higher due to energy price volatility and "sticky" service inflation.

### Labor Market and Consumer Spending

- **Employment:** The labor market reflects a cooling trend; unemployment sat at **4.3 percent** in March 2026 (partly due to lower labor force participation) and is projected to drift toward **4.6 percent** by year-end.
- **K-Shaped Recovery:** Consumer spending shows a widening divide; higher-income households remain resilient, while affordability pressures weigh heavily on rate-sensitive segments and lower-income cohorts.

### Investment Strategy and Asset Allocation

- **Duration:** Maintaining **neutral duration** relative to benchmarks. Shorter-duration strategies currently offer attractive income with reduced volatility.

- **Credit Markets:** Portfolios remain focused on high-quality assets. **Investment Grade (IG) corporate spreads** have widened modestly, while **AAA Asset-Backed Securities (ABS)** continue to offer incremental yield value over historical averages.

### **Portfolio Compliance**

The District's investment portfolio complies with the Investment Policy and relevant California Government Code provisions. Managed holdings' valuations were sourced from ICE Data Services, while liquidity holdings are valued at book value, consistent with their short-term nature. The District also certifies its ability to meet expenditure requirements for the next six months.

Prepared By: Daniel Yap    Senior Financial Analyst

650-508-6405

## INVESTMENT GLOSSARY

**Asset Backed Securities** - An asset-backed security (ABS) is a financial security backed by a loan, lease or receivables against assets other than real estate and mortgage-backed securities. For investors, asset-backed securities are an alternative to investing in corporate debt.

**Certificate of Deposit** - A certificate of deposit (CD) is a savings certificate with a fixed maturity date, specified fixed interest rate and can be issued in any denomination aside from minimum investment requirements. A CD restricts access to the funds until the maturity date of the investment. CDs are generally issued by commercial banks and are insured by the Federal Deposit Insurance Corporation (FDIC) up to \$250,000 per individual.

**Collateralized Mortgage Obligation** - Collateralized mortgage obligation (CMO) refers to a type of mortgage-backed security that contains a pool of mortgages bundled together and sold as an investment. Organized by maturity and level of risk, CMOs receive cash flows as borrowers repay the mortgages that act as collateral on these securities. In turn, CMOs distribute principal and interest payments to their investors based on predetermined rules and agreements.

**Commercial Paper** - Commercial paper is an unsecured, short-term debt instrument issued by a corporation, typically for the financing of accounts receivable, inventories and meeting short-term liabilities. Maturities on commercial paper rarely range any longer than 270 days. Commercial paper is usually issued at a discount from face value and reflects prevailing market interest rates.

**Credit Spreads** - The spread between Treasury securities and non-Treasury securities that are identical in all respects except for quality rating.

**Duration** - The term duration has a special meaning in the context of bonds. It is a measurement of how long, in years, it takes for the price of a bond to be repaid by its internal cash flows. It is an important measure for investors to consider, as bonds with higher durations carry more risk and have higher price volatility than bonds with lower durations.

**Net Asset Value** - Net asset value (NAV) is value per share of a mutual fund or an exchange-traded fund (ETF) on a specific date or time. With both security types, the per-share dollar amount of the fund is based on the total value of all the securities in its portfolio, any liabilities the fund has and the number of fund shares outstanding.

**Roll-down** - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.

Roll-down return works two ways in respect to bonds. The direction depends on whether the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect will be positive. This means the roll-down will pull the price up towards par. If the bond is

trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

**Volatility** - Volatility is a statistical measure of the dispersion of returns for a given security or market index. Volatility can either be measured by using the standard deviation or variance between returns from that same security or market index. Commonly, the higher the volatility, the riskier the security.

**Yield Curve** - A yield curve is a line that plots the interest rates, at a set point in time, of bonds having equal credit quality but differing maturity dates. The most frequently reported yield curve compares the three-month, two-year, five-year and 30-year U.S. Treasury debt. This yield curve is used as a benchmark for other debt in the market, such as mortgage rates or bank lending rates, and it is also used to predict changes in economic output and growth.

**Yield to Maturity** - Yield to maturity (YTM) is the total return anticipated on a bond if the bond is held until the end of its lifetime. Yield to maturity is considered a long-term bond yield but is expressed as an annual rate. In other words, it is the internal rate of return of an investment in a bond if the investor holds the bond until maturity and if all payments are made as scheduled.

**EXHIBIT 1  
SAN MATEO TRANSIT DISTRICT  
REPORT OF INVESTMENTS  
FOR QUARTER ENDING MARCH 31, 2026**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
ABS	02007NAC2	ALLYA 2024-2 A3	566,656.98	09/27/2024	07/16/2029	566,598.39	567,580.63	568,623.28
ABS	02007NAC2	ALLYA 2024-2 A3	89,472.15	09/27/2024	07/16/2029	89,462.90	89,617.99	89,782.62
ABS	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2026	679,939.68	682,488.80	683,960.62
ABS	02582JJZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2026	104,990.69	105,384.30	105,611.57
ABS	02582JKH2	AMXCA 2024-1 A	1,610,000.00	04/23/2024	04/16/2029	1,609,669.95	1,640,429.00	1,644,171.36
ABS	02582JKH2	AMXCA 2024-1 A	245,000.00	04/23/2024	04/16/2029	244,949.78	249,630.50	250,199.99
ABS	02582JKP4	AMXCA 2025-2 A	1,390,000.00	05/13/2025	04/15/2030	1,389,974.84	1,405,859.90	1,408,503.99
ABS	02582JKP4	AMXCA 2025-2 A	210,000.00	05/13/2025	04/15/2030	209,996.20	212,396.10	212,795.57
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	612,031.30	613,329.92
ABS	05522RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	95,316.35	95,518.59
ABS	05522RDH8	BACCT 2023-2 A	640,000.00	12/14/2023	11/16/2026	639,914.05	646,643.20	648,059.73
ABS	05522RDH8	BACCT 2023-2 A	100,000.00	12/14/2023	11/16/2026	99,986.57	101,038.00	101,259.33
ABS	05522RDJ4	BACCT 2024-1 A	1,565,000.00	06/13/2024	05/15/2029	1,564,912.20	1,589,523.55	1,592,952.64
ABS	05522RDJ4	BACCT 2024-1 A	230,000.00	06/13/2024	05/15/2029	229,987.10	233,604.10	234,108.06
ABS	05522RDK1	BACCT 2025-1 A	915,000.00	06/12/2025	05/15/2030	914,996.52	925,998.30	927,751.03
ABS	05522RDK1	BACCT 2025-1 A	135,000.00	06/12/2025	05/15/2030	134,999.49	136,622.70	136,881.30
ABS	05594BAD8	BAAT 2025-1 A3	280,000.00	05/12/2025	11/20/2029	279,980.68	281,856.40	282,228.57
ABS	05594BAD8	BAAT 2025-1 A3	40,000.00	05/12/2025	11/20/2029	39,997.24	40,265.20	40,318.37
ABS	14041NGE5	COMET 2024-1 A	1,675,000.00	09/24/2024	09/17/2029	1,674,673.04	1,679,690.00	1,682,608.22
ABS	14041NGE5	COMET 2024-1 A	265,000.00	09/24/2024	09/17/2029	264,948.27	265,742.00	266,203.69
ABS	14041NGF2	COMET 2025-1 A	1,205,000.00	09/16/2025	09/15/2028	1,204,771.53	1,205,686.85	1,207,732.67
ABS	14041NGF2	COMET 2025-1 A	180,000.00	09/16/2025	09/15/2028	179,965.87	180,102.60	180,408.20
ABS	14318MAD1	CARMX 2022-3 A3	103,496.56	07/20/2022	04/15/2027	103,494.11	103,493.45	103,676.07
ABS	14318MAD1	CARMX 2022-3 A3	16,407.99	07/20/2022	04/15/2027	16,407.60	16,407.50	16,436.45
ABS	161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	1,463,644.50	1,466,969.83
ABS	161571HT4	CHAIT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	222,070.20	222,574.73
ABS	161571HV9	CHAIT 241 A	1,565,000.00	01/31/2024	01/16/2029	1,564,761.65	1,579,022.40	1,582,221.96
ABS	161571HV9	CHAIT 241 A	240,000.00	01/31/2024	01/16/2029	239,963.45	242,150.40	242,641.07
ABS	17305EHA6	CCCIT 2025-A1 A1	2,000,000.00	06/26/2025	06/21/2030	1,999,457.40	2,023,220.00	2,025,608.89
ABS	17305EHA6	CCCIT 2025-A1 A1	300,000.00	06/26/2025	06/21/2030	299,918.61	303,483.00	303,841.33
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	1,261,337.75	1,264,087.59
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	190,959.50	191,375.81
ABS	31680EAD3	FITAT 2023-1 A3	754,443.25	08/23/2023	08/15/2028	754,396.48	760,697.59	762,551.84
ABS	31680EAD3	FITAT 2023-1 A3	116,297.58	08/23/2023	08/15/2028	116,290.37	117,261.68	117,547.52
ABS	344928AD8	FORDO 2023-A A3	181,740.21	03/31/2023	02/15/2028	181,721.26	182,214.55	182,590.15
ABS	344928AD8	FORDO 2023-A A3	27,067.69	03/31/2023	02/15/2028	27,064.87	27,138.34	27,194.28
ABS	34535KAD0	FORDO 2025-A A3	1,445,000.00	03/25/2025	10/15/2029	1,444,859.55	1,459,334.40	1,462,192.29
ABS	34535KAD0	FORDO 2025-A A3	230,000.00	03/25/2025	10/15/2029	229,977.64	232,281.60	232,736.49
ABS	362549AD9	GMCAR 2025-2 A3	330,000.00	05/14/2025	04/16/2030	329,609.69	332,501.40	333,089.90
ABS	362549AD9	GMCAR 2025-2 A3	50,000.00	05/14/2025	04/16/2030	49,940.86	50,379.00	50,468.17
ABS	437918AC9	HAROT 2024-1 A3	868,680.02	02/21/2024	08/15/2028	868,642.23	876,228.85	878,240.33
ABS	437918AC9	HAROT 2024-1 A3	134,584.23	02/21/2024	08/15/2028	134,578.37	135,753.77	136,065.40
ABS	437921AD1	HAROT 252 A3	420,000.00	05/08/2025	10/15/2029	419,953.09	422,570.40	423,345.07
ABS	437921AD1	HAROT 252 A3	65,000.00	05/08/2025	10/15/2029	64,992.74	65,397.80	65,517.69
ABS	438123AC5	HAROT 2023-4 A3	219,694.52	11/08/2023	06/21/2028	219,655.83	222,091.38	222,437.40
ABS	438123AC5	HAROT 2023-4 A3	31,891.14	11/08/2023	06/21/2028	31,885.53	32,239.07	32,289.30
ABS	43813QAD1	HAROT 2025-3 A3	1,150,000.00	08/12/2025	02/21/2030	1,149,975.97	1,156,566.50	1,157,857.06
ABS	43813QAD1	HAROT 2025-3 A3	170,000.00	08/12/2025	02/21/2030	169,996.45	170,970.70	171,161.48
ABS	43813YAC6	HAROT 2024-3 A3	1,155,000.00	08/21/2024	03/21/2029	1,154,818.55	1,163,778.00	1,165,244.21
ABS	43813YAC6	HAROT 2024-3 A3	185,000.00	08/21/2024	03/21/2029	184,970.94	186,406.00	186,640.85
ABS	44935CAD3	HART 2025-A A3	1,170,000.00	03/12/2025	10/15/2029	1,169,827.43	1,178,669.70	1,180,916.10
ABS	44935CAD3	HART 2025-A A3	185,000.00	03/12/2025	10/15/2029	184,972.71	186,370.85	186,726.05
ABS	44935JAD8	HART 2025-C A3	960,000.00	09/17/2025	04/15/2030	959,843.33	962,006.40	963,661.87

ABS	44935JAD8	HART 2025-C A3	145,000.00	09/17/2025	04/15/2030	144,976.34	145,303.05	145,553.09
ABS	65479UAD0	NAROT 2024-A A3	1,450,210.49	05/22/2024	12/15/2028	1,450,075.04	1,463,001.35	1,466,404.51
ABS	65479UAD0	NAROT 2024-A A3	212,105.62	05/22/2024	12/15/2028	212,085.81	213,976.39	214,474.13
ABS	65481GAD7	NAROT 2025-A A3	1,410,000.00	05/27/2025	12/17/2029	1,409,729.28	1,428,442.80	1,431,256.53
ABS	65481GAD7	NAROT 2025-A A3	210,000.00	05/27/2025	12/17/2029	209,959.68	212,746.80	213,165.87
ABS	73329KAD8	PILOT 251 A3	360,000.00	05/21/2025	10/20/2028	359,961.44	364,093.20	364,600.30
ABS	73329KAD8	PILOT 251 A3	100,000.00	05/21/2025	10/20/2028	99,989.29	101,137.00	101,277.86
ABS	89231HAD8	TAOT 2025-B A3	745,000.00	04/30/2025	11/15/2029	744,957.31	750,848.25	752,285.27
ABS	89231HAD8	TAOT 2025-B A3	110,000.00	04/30/2025	11/15/2029	109,993.70	110,863.50	111,075.68
ABS	89237QAD2	TAOT 2024-C A3	755,000.00	07/30/2024	03/15/2029	754,999.55	762,927.50	764,565.01
ABS	89237QAD2	TAOT 2024-C A3	120,000.00	07/30/2024	03/15/2029	119,999.93	121,260.00	121,520.27
ABS	92348KDY6	VZMT 2025-3 A1A	1,510,000.00	03/31/2025	03/20/2030	1,509,935.07	1,522,004.50	1,524,085.36
ABS	92348KDY6	VZMT 2025-3 A1A	225,000.00	03/31/2025	03/20/2030	224,990.33	226,788.75	227,098.81
ABS	92868MAD1	VALET 2025-1 A3	1,190,000.00	03/25/2025	08/20/2029	1,189,959.54	1,202,352.20	1,203,988.45
ABS	92868MAD1	VALET 2025-1 A3	190,000.00	03/25/2025	08/20/2029	189,993.54	191,972.20	192,233.45
ABS	92970QAA3	WFCIT 2024-1 A	1,800,000.00	03/01/2024	02/15/2029	1,799,511.48	1,823,832.00	1,827,784.00
ABS	92970QAA3	WFCIT 2024-1 A	275,000.00	03/01/2024	02/15/2029	274,925.36	278,641.00	279,244.78
ABS	92970QAE5	WFCIT 2024-2 A	890,000.00	10/24/2024	10/15/2029	889,867.75	898,624.10	900,321.03
ABS	92970QAE5	WFCIT 2024-2 A	140,000.00	10/24/2024	10/15/2029	139,979.20	141,356.60	141,623.53
ABS	92970QAJ4	WFCIT 2025-1 A	1,765,000.00	06/10/2025	05/15/2030	1,764,970.70	1,788,421.55	1,791,826.04
ABS	92970QAJ4	WFCIT 2025-1 A	265,000.00	06/10/2025	05/15/2030	264,995.60	268,516.55	269,027.71

ABS	---	---	<b>43,887,748.43</b>	---	<b>05/25/2029</b>	<b>43,881,729.87</b>	<b>44,291,263.74</b>	<b>44,374,328.16</b>
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CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	28,038.39	---	12/31/2025	28,038.39	28,038.39	28,038.39
CASH	CCYUSD	Receivable	21,066.18	---	12/31/2025	21,066.18	21,066.18	21,066.18
CASH	CCYUSD	Receivable	3,978.26	---	12/31/2025	3,978.26	3,978.26	3,978.26
CASH	CCYUSD	Bank of America Cash	95,092,411.44	---	01/01/2026	95,092,411.44	95,092,411.44	95,092,411.44
CASH	CCYUSD	JP Morgan Cash	693,353.56	---	01/02/2026	693,353.56	693,353.56	693,353.56
<b>CASH</b>	<b>CCYUSD</b>	<b>Receivable</b>	<b>95,838,847.83</b>	<b>0.00</b>	<b>12/31/2025</b>	<b>95,838,847.83</b>	<b>95,838,847.83</b>	<b>95,838,847.83</b>

CORP

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	1,225,000.00	02/08/2024	02/08/2029	1,223,370.75	1,246,498.75	1,268,882.22
CORP	009158BH8	AIR PRODUCTS AND CHEMICALS INC	180,000.00	02/08/2024	02/08/2029	179,760.60	183,159.00	186,448.00
CORP	023135CT1	AMAZON.COM INC	2,000,000.00	11/20/2025	11/20/2030	1,997,860.00	2,002,180.00	2,011,518.89
CORP	023135CT1	AMAZON.COM INC	325,000.00	11/20/2025	11/20/2030	324,652.25	325,354.25	326,871.82
CORP	025816ED7	AMERICAN EXPRESS CO	855,000.00	04/25/2025	04/25/2029	855,000.00	868,115.70	875,531.54
CORP	025816ED7	AMERICAN EXPRESS CO	645,000.00	04/25/2025	04/25/2029	645,000.00	654,894.30	660,488.71
CORP	025816ED7	AMERICAN EXPRESS CO	130,000.00	04/25/2025	04/25/2029	130,000.00	131,994.20	133,121.76
CORP	025816ED7	AMERICAN EXPRESS CO	95,000.00	04/25/2025	04/25/2029	95,000.00	96,457.30	97,281.28
CORP	02665WFAQ9	AMERICAN HONDA FINANCE CORP	1,400,000.00	09/05/2024	09/05/2029	1,398,320.00	1,414,140.00	1,433,988.89
CORP	02665WFAQ9	AMERICAN HONDA FINANCE CORP	225,000.00	09/05/2024	09/05/2029	224,730.00	227,272.50	230,462.50
CORP	032654BE4	ANALOG DEVICES INC	1,450,000.00	06/16/2025	06/15/2030	1,448,724.00	1,469,676.50	1,472,576.50
CORP	032654BE4	ANALOG DEVICES INC	225,000.00	06/16/2025	06/15/2030	224,802.00	228,053.25	228,503.25
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	1,328,002.00	1,348,774.92
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	204,308.00	207,503.83
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	836,468.00	840,570.43
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	147,612.00	148,335.96
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	2,649,996.00	2,673,827.25
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	417,129.00	420,880.22
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	2,657,475.00	2,675,760.00

CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	393,700.00	396,408.89
CORP	09290DAA9	BLACKROCK INC	175,000.00	03/14/2024	03/14/2029	174,683.25	178,888.50	181,333.15
CORP	09290DAA9	BLACKROCK INC	1,675,000.00	03/14/2024	03/14/2029	1,675,820.75	1,712,218.50	1,735,617.32
CORP	09290DAA9	BLACKROCK INC	25,000.00	03/14/2024	03/14/2029	24,954.75	25,555.50	25,904.74
CORP	09290DAA9	BLACKROCK INC	250,000.00	03/14/2024	03/14/2029	250,122.50	255,555.00	259,047.36
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	1,323,175.50	1,334,204.25
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	196,026.00	197,659.89
CORP	17275RBR2	CISCO SYSTEMS INC	1,485,000.00	02/26/2024	02/26/2029	1,484,480.25	1,524,218.85	1,549,226.66
CORP	17275RBR2	CISCO SYSTEMS INC	215,000.00	02/26/2024	02/26/2029	214,924.75	220,678.15	224,298.81
CORP	17325FBB3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	2,726,542.00	2,765,099.71
CORP	17325FBB3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	419,468.00	425,399.96
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	1,335,009.00	1,364,860.25
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	205,386.00	209,978.50
CORP	437076DJ8	HOME DEPOT INC	315,000.00	09/15/2025	09/15/2030	313,869.15	314,272.35	317,935.98
CORP	437076DJ8	HOME DEPOT INC	1,185,000.00	09/15/2025	09/15/2030	1,179,477.90	1,182,262.65	1,196,044.86
CORP	437076DJ8	HOME DEPOT INC	45,000.00	09/15/2025	09/15/2030	44,838.45	44,896.05	45,419.43
CORP	437076DJ8	HOME DEPOT INC	180,000.00	09/15/2025	09/15/2030	179,161.20	179,584.20	181,677.70
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	207,507.15	208,672.80
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	30,366.90	30,537.48
CORP	571676AY1	MARS INC	400,000.00	03/12/2025	03/01/2030	399,568.00	408,784.00	415,184.00
CORP	571676AY1	MARS INC	65,000.00	03/12/2025	03/01/2030	64,929.80	66,427.40	67,467.40
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	518,713.15	521,262.40
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	80,576.80	80,972.80
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	540,000.00	09/16/2024	06/15/2029	560,919.60	558,468.00	559,704.00
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	860,000.00	09/16/2024	06/15/2029	893,763.60	889,412.00	891,380.44
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	80,000.00	09/16/2024	06/15/2029	83,099.20	82,736.00	82,919.11
CORP	63743HFS6	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	120,000.00	09/16/2024	06/15/2029	124,711.20	124,104.00	124,378.67
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	965,000.00	12/10/2025	12/10/2030	964,092.90	967,209.85	969,630.39
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	1,040,000.00	12/10/2025	12/10/2030	1,040,416.00	1,042,381.60	1,044,990.27
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	145,000.00	12/10/2025	12/10/2030	144,863.70	145,332.05	145,695.76
CORP	63743HGC0	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	155,000.00	12/10/2025	12/10/2030	155,062.00	155,354.95	155,743.74
CORP	665859AY0	NORTHERN TRUST CORP	400,000.00	11/19/2025	11/19/2030	399,804.00	400,432.00	402,368.67
CORP	665859AY0	NORTHERN TRUST CORP	1,600,000.00	11/19/2025	11/19/2030	1,598,064.00	1,601,728.00	1,609,474.67
CORP	665859AY0	NORTHERN TRUST CORP	65,000.00	11/19/2025	11/19/2030	64,968.15	65,070.20	65,384.91
CORP	665859AY0	NORTHERN TRUST CORP	260,000.00	11/19/2025	11/19/2030	259,685.40	260,280.80	261,539.63
CORP	66989HAY4	NOVARTIS CAPITAL CORP	3,565,000.00	11/05/2025	11/05/2030	3,554,305.00	3,561,185.45	3,583,922.23
CORP	66989HAY4	NOVARTIS CAPITAL CORP	535,000.00	11/05/2025	11/05/2030	533,395.00	534,427.55	537,839.66
CORP	69371RT71	PACCAR FINANCIAL CORP	1,450,000.00	05/08/2025	05/08/2030	1,447,752.50	1,476,781.50	1,486,494.49
CORP	69371RT71	PACCAR FINANCIAL CORP	225,000.00	05/08/2025	05/08/2030	224,651.25	229,155.75	230,662.94
CORP	822905AN5	SHELL FINANCE US INC	885,000.00	11/06/2025	11/06/2030	881,601.60	884,884.95	890,462.29
CORP	822905AN5	SHELL FINANCE US INC	3,115,000.00	11/06/2025	11/06/2030	3,109,019.20	3,114,595.05	3,134,226.04
CORP	822905AN5	SHELL FINANCE US INC	130,000.00	11/06/2025	11/06/2030	129,500.80	129,983.10	130,802.37
CORP	822905AN5	SHELL FINANCE US INC	470,000.00	11/06/2025	11/06/2030	469,097.60	469,938.90	472,900.88
CORP	857477DB6	STATE STREET CORP	700,000.00	04/24/2025	04/24/2030	700,000.00	720,671.00	726,968.63
CORP	857477DB6	STATE STREET CORP	110,000.00	04/24/2025	04/24/2030	110,000.00	113,248.30	114,237.93
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	235,684.80	237,842.80
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	34,370.70	34,685.41
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	575,000.00	01/05/2024	01/05/2029	574,241.00	585,453.50	598,525.17
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	775,000.00	01/05/2024	01/05/2029	773,938.25	789,089.50	806,707.83
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	115,000.00	01/05/2024	01/05/2029	114,842.45	117,090.70	119,705.03
CORP	89236TLL7	TOYOTA MOTOR CREDIT CORP	85,000.00	01/05/2024	01/05/2029	84,887.80	86,545.30	88,477.63
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	1,138,695.50	1,140,385.36
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	198,034.00	198,327.89
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	934,901.10	942,558.10

CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	140,737.80	141,890.47
<b>CORP</b>	<b>---</b>	<b>---</b>	<b>52,035,000.00</b>	<b>---</b>	<b>04/28/2029</b>	<b>51,965,371.30</b>	<b>52,426,581.30</b>	<b>52,906,375.69</b>

<b>FHLMC</b>								
<u>Security Type</u>	<u>Identifier</u>	<u>Description</u>	<u>PAR</u>	<u>Settle Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Market Value</u>	<u>Base Market Value + Accrued</u>
FHLMC	3132CWMM3	FH SB0364	568,616.60	06/25/2021	06/01/2035	612,684.39	555,618.02	557,276.49
FHLMC	3132CWMM3	FH SB0364	105,543.68	06/25/2021	06/01/2035	113,723.32	103,130.96	103,438.79
FHLMC	3133L7LB1	FH RC1222	636,470.65	10/19/2021	12/01/2034	684,205.95	626,719.92	628,576.29
FHLMC	3133L7LB1	FH RC1222	114,564.72	10/19/2021	12/01/2034	123,157.07	112,809.59	113,143.74
FHLMC	3133L9AJ2	FH RC2709	682,949.36	10/18/2022	09/01/2037	670,570.90	684,813.81	687,374.87
FHLMC	3133L9AJ2	FH RC2709	110,737.62	10/18/2022	09/01/2037	108,730.50	111,039.93	111,455.20
FHLMC	3137H8B42	FHMS K-J40 A1	597,507.49	07/14/2022	06/25/2028	597,500.32	592,637.80	594,330.74
FHLMC	3137H8B42	FHMS K-J40 A1	99,584.58	07/14/2022	06/25/2028	99,583.39	98,772.97	99,055.12
FHLMC	3137H8H79	FHMS K-J41 A1	1,214,881.70	08/04/2022	01/25/2029	1,214,867.13	1,192,333.50	1,195,509.40
FHLMC	3137H8H79	FHMS K-J41 A1	202,480.28	08/04/2022	01/25/2029	202,477.85	198,722.25	199,251.57
FHLMC	3137H92N8	FHMS K-J42 A1	662,877.44	09/15/2022	07/25/2029	662,852.26	663,460.78	665,616.23
FHLMC	3137H92N8	FHMS K-J42 A1	110,979.48	09/15/2022	07/25/2029	110,975.26	111,077.14	111,438.01
FHLMC	3137H9MM8	FHMS K-J43 A1	935,600.20	12/15/2022	12/25/2028	935,584.30	941,269.94	944,682.54
FHLMC	3137H9MM8	FHMS K-J43 A1	142,938.92	12/15/2022	12/25/2028	142,936.49	143,805.13	144,326.50
FHLMC	3137H9QT9	FHMS K-J44 A1	890,261.41	02/23/2023	01/25/2029	890,233.81	898,149.12	901,530.63
FHLMC	3137H9QT9	FHMS K-J44 A1	136,012.16	02/23/2023	01/25/2029	136,007.95	137,217.23	137,733.85
FHLMC	3137HA4K9	FHMS K-J45 A1	1,526,352.41	05/25/2023	11/25/2028	1,526,349.36	1,541,051.18	1,546,717.77
FHLMC	3137HA4K9	FHMS K-J45 A1	233,192.73	05/25/2023	11/25/2028	233,192.26	235,438.38	236,304.10
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,817,978.40	1,836,288.00	1,843,516.50
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	280,544.00	281,648.35
FHLMC	3137HAD45	FHMS K-J46 A1	1,417,345.55	07/27/2023	06/25/2028	1,417,310.12	1,429,775.67	1,435,417.89
FHLMC	3137HAD45	FHMS K-J46 A1	219,932.93	07/27/2023	06/25/2028	219,927.44	221,861.74	222,737.26
FHLMC	3137HAGY6	FHMS K-752 A1	728,110.79	08/24/2023	01/25/2029	706,603.13	732,239.18	734,838.53
FHLMC	3137HAGY6	FHMS K-752 A1	112,683.81	08/24/2023	01/25/2029	109,355.25	113,322.73	113,725.01
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	1,830,168.00	1,837,143.00
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	279,609.00	280,674.63
FHLMC	3137HAMS2	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	1,837,890.00	1,845,090.00
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	280,788.75	281,888.75
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	1,837,422.00	1,844,532.00
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	280,717.25	281,803.50
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	1,383,345.00	1,388,801.25
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	210,063.50	210,892.04
FHLMC	3137HB3D4	FHMS K-510 A2	655,000.00	11/21/2023	10/25/2028	653,106.40	673,471.00	676,237.83
FHLMC	3137HB3D4	FHMS K-510 A2	100,000.00	11/21/2023	10/25/2028	99,710.90	102,820.00	103,242.42
FHLMC	3137HDV56	FHMS K-524 A2	1,520,000.00	07/25/2024	05/25/2029	1,529,979.81	1,554,412.80	1,560,391.47
FHLMC	3137HDV56	FHMS K-524 A2	240,000.00	07/25/2024	05/25/2029	241,575.76	245,433.60	246,377.60
FHLMC	3137HDXL9	FHMS K-526 A2	1,705,000.00	08/15/2024	07/25/2029	1,720,948.57	1,735,127.35	1,741,582.20
FHLMC	3137HDXL9	FHMS K-526 A2	270,000.00	08/15/2024	07/25/2029	272,525.58	274,770.90	275,793.08
FHLMC	3137HKXJ8	FHMS K-539 A2	665,000.00	04/24/2025	01/25/2030	664,976.73	675,167.85	677,611.73
FHLMC	3137HKXJ8	FHMS K-539 A2	105,000.00	04/24/2025	01/25/2030	104,996.33	106,605.45	106,991.33
<b>FHLMC</b>	<b>---</b>	<b>---</b>	<b>26,564,624.52</b>	<b>---</b>	<b>07/06/2029</b>	<b>26,531,780.38</b>	<b>26,869,911.41</b>	<b>26,968,698.18</b>

<b>FHLMC CMO</b>								
<u>Security Type</u>	<u>Identifier</u>	<u>Description</u>	<u>PAR</u>	<u>Settle Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Market Value</u>	<u>Base Market Value + Accrued</u>
FHLMC CMO	3133Q5GZ3	FHS 370 A3	434,241.22	12/29/2020	09/25/2033	440,381.66	414,848.00	415,209.87
FHLMC CMO	3137F7DH5	FHR 5048 B	328,073.88	11/30/2020	05/25/2033	332,226.06	306,877.02	307,150.42
FHLMC CMO	3137F7DH5	FHR 5048 B	69,400.24	11/30/2020	05/25/2033	70,278.59	64,916.29	64,974.13
FHLMC CMO	3137HB3G7	FHMS K-511 A2	1,000,000.00	12/07/2023	10/25/2028	997,127.00	1,023,900.00	1,027,950.00

FHLMC CMO	3137HB3G7	FHMS K-511 A2	150,000.00	12/07/2023	10/25/2028	149,569.05	153,585.00	154,192.50
FHLMC CMO	3137HDJJ0	FHMS K-522 A2	1,850,649.42	06/13/2024	05/25/2029	1,850,643.87	1,895,897.80	1,903,305.02
FHLMC CMO	3137HDJJ0	FHMS K-522 A2	272,727.28	06/13/2024	05/25/2029	272,726.46	279,395.46	280,487.06

<b>FHLMC CMO</b>	<b>---</b>	<b>---</b>	<b>4,105,092.04</b>	<b>---</b>	<b>01/09/2030</b>	<b>4,112,952.69</b>	<b>4,139,419.58</b>	<b>4,153,268.99</b>
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**FNMA**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	643,090.74	05/18/2021	03/01/2035	689,111.92	625,772.31	627,380.03
FNMA	3140K7XA6	FN BP0672	113,486.60	05/18/2021	03/01/2035	121,607.99	110,430.41	110,714.12
FNMA	3140Q9FM0	FN CA1971	685,543.28	01/18/2022	06/01/2033	723,355.28	677,638.97	679,638.47
FNMA	3140Q9FM0	FN CA1971	102,831.49	01/18/2022	06/01/2033	108,503.29	101,645.84	101,945.77
FNMA	3140QGKN6	FN CA8400	656,719.74	03/22/2021	12/01/2035	718,492.44	647,354.91	649,270.35
FNMA	3140QGKN6	FN CA8400	128,539.64	03/22/2021	12/01/2035	140,630.40	126,706.67	127,081.57
FNMA	3140X92C8	FN FM6170	467,596.02	06/25/2021	07/01/2035	506,757.18	467,708.24	469,266.89
FNMA	3140X92C8	FN FM6170	87,674.25	06/25/2021	07/01/2035	95,016.97	87,695.29	87,987.54
FNMA	3140X9K46	FN FM5714	349,964.23	03/25/2021	11/01/2035	381,242.28	349,152.31	350,318.86
FNMA	3140X9K46	FN FM5714	62,493.61	03/25/2021	11/01/2035	68,078.98	62,348.63	62,556.94
FNMA	3140XALC4	FN FM6622	858,814.93	03/29/2021	02/01/2036	903,097.57	817,067.93	818,857.13
FNMA	3140XALC4	FN FM6622	161,027.80	03/29/2021	02/01/2036	169,330.79	153,200.24	153,535.71
FNMA	3140XC4K1	FN FM8925	725,597.02	11/16/2021	08/01/2034	786,819.27	726,126.71	728,545.37
FNMA	3140XC4K1	FN FM8925	136,049.44	11/16/2021	08/01/2034	147,528.62	136,148.76	136,602.26
FNMA	3140XHQQ3	FN FS2262	1,051,886.18	06/30/2022	06/01/2037	1,065,199.11	1,042,082.60	1,045,588.89
FNMA	3140XJHF3	FN FS2929	1,124,724.28	10/18/2022	09/01/2037	1,091,158.29	1,111,497.52	1,115,246.60
FNMA	3140XJHF3	FN FS2929	187,454.05	10/18/2022	09/01/2037	181,859.71	185,249.59	185,874.43
FNMA	3140XJJ87	FN FS2986	789,762.80	10/21/2022	10/01/2032	766,316.71	789,762.80	792,395.34
FNMA	3140XJJ87	FN FS2986	111,818.11	10/21/2022	10/01/2032	108,498.51	111,818.11	112,190.83
<b>FNMA</b>	<b>---</b>	<b>---</b>	<b>8,445,074.20</b>	<b>---</b>	<b>08/01/2035</b>	<b>8,772,605.32</b>	<b>8,329,407.82</b>	<b>8,354,997.10</b>

**FNMA CMO**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
FNMA CMO	31394CP22	FNR 2005-33 QE	1,091,856.47	03/31/2023	04/25/2035	1,112,883.24	1,117,842.66	1,122,392.06
FNMA CMO	31394CP22	FNR 2005-33 QE	165,728.21	03/31/2023	04/25/2035	168,919.78	169,672.55	170,363.08
<b>FNMA CMO</b>	<b>31394CP22</b>	<b>FNR 2005-33 QE</b>	<b>1,257,584.69</b>	<b>03/31/2023</b>	<b>04/25/2035</b>	<b>1,281,803.01</b>	<b>1,287,515.20</b>	<b>1,292,755.14</b>

**MMFUND**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	9,708,063.34	---	12/31/2025	9,708,063.34	9,708,063.34	9,708,063.34
MMFUND	31846V534	FIRST AMER:US TRS MM Y	16,251,518.03	---	12/31/2025	16,251,518.03	16,251,518.03	16,251,518.03
MMFUND	31846V534	FIRST AMER:US TRS MM Y	1,995,913.32	---	12/31/2025	1,995,913.32	1,995,913.32	1,995,913.32
MMFUND	SM - LAIF	Local Agency Investment Fund	6,039,048.72	---	12/31/2025	6,039,048.72	6,039,048.72	6,039,048.72
MMFUND	SM-CAMP	California Asset Management Program	225,824,288.23	---	12/31/2025	185,734,598.33	225,824,288.23	225,824,288.23
<b>MMFUND</b>	<b>---</b>	<b>---</b>	<b>259,818,831.64</b>	<b>---</b>	<b>12/31/2025</b>	<b>219,729,141.74</b>	<b>259,818,831.64</b>	<b>259,818,831.64</b>

**SUPRANATIONAL**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	1,800,000.00	07/19/2022	06/15/2027	1,799,064.00	1,788,714.00	1,791,214.00
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	273,275.75	273,657.69
<b>SUPRANATIONAL</b>	<b>459058KJ1</b>	<b>INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM</b>	<b>2,075,000.00</b>	<b>07/19/2022</b>	<b>06/15/2027</b>	<b>2,073,921.00</b>	<b>2,061,989.75</b>	<b>2,064,871.69</b>

**US GOV**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	1,529,524.50	1,533,549.36
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	493,395.00	494,693.34
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	1,973,580.00	1,978,773.37
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	98,679.00	98,938.67
US GOV	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	148,018.50	148,408.00
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	346,790.50	347,240.09
US GOV	91282CCH2	UNITED STATES TREASURY	2,150,000.00	06/11/2024	06/30/2028	1,901,826.17	2,034,867.50	2,034,941.74
US GOV	91282CCH2	UNITED STATES TREASURY	1,650,000.00	07/03/2024	06/30/2028	1,456,705.08	1,561,642.50	1,561,699.48
US GOV	91282CCH2	UNITED STATES TREASURY	2,200,000.00	08/05/2024	06/30/2028	1,986,703.13	2,082,190.00	2,082,265.97
US GOV	91282CCH2	UNITED STATES TREASURY	1,150,000.00	09/06/2024	06/30/2028	1,054,720.70	1,088,417.50	1,088,457.21
US GOV	91282CCH2	UNITED STATES TREASURY	350,000.00	06/11/2024	06/30/2028	309,599.61	331,257.50	331,269.59
US GOV	91282CCH2	UNITED STATES TREASURY	525,000.00	07/03/2024	06/30/2028	463,497.07	496,886.25	496,904.38
US GOV	91282CCH2	UNITED STATES TREASURY	350,000.00	08/05/2024	06/30/2028	316,066.41	331,257.50	331,269.59
US GOV	91282CCH2	UNITED STATES TREASURY	100,000.00	09/06/2024	06/30/2028	91,714.84	94,645.00	94,648.45
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	442,453.50	443,630.47
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	147,484.50	147,876.82
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	4,357,364.00	4,378,087.76
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	643,701.50	646,762.96
US GOV	91282CEV9	UNITED STATES TREASURY	4,000,000.00	03/06/2025	06/30/2029	3,871,875.00	3,954,360.00	3,954,719.12
US GOV	91282CEV9	UNITED STATES TREASURY	3,400,000.00	08/05/2025	06/30/2029	3,316,328.13	3,361,206.00	3,361,511.25
US GOV	91282CEV9	UNITED STATES TREASURY	4,000,000.00	09/05/2025	06/30/2029	3,940,156.25	3,954,360.00	3,954,719.12
US GOV	91282CEV9	UNITED STATES TREASURY	600,000.00	03/06/2025	06/30/2029	580,781.25	593,154.00	593,207.87
US GOV	91282CEV9	UNITED STATES TREASURY	525,000.00	08/05/2025	06/30/2029	512,080.08	519,009.75	519,056.88
US GOV	91282CEV9	UNITED STATES TREASURY	625,000.00	09/05/2025	06/30/2029	615,649.41	617,868.75	617,924.86
US GOV	91282CFB2	UNITED STATES TREASURY	4,950,000.00	05/05/2023	07/31/2027	4,782,744.14	4,894,114.50	4,951,079.85
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	1,878,549.00	1,900,414.49
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	1,507,782.75	1,525,332.68
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	1,581,936.00	1,600,349.04
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	865,121.25	875,190.88
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	296,613.00	300,065.45
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	222,459.75	225,049.08
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	247,177.50	250,054.54
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	12/05/2023	11/30/2027	3,058,949.22	3,122,041.00	3,132,601.44
US GOV	91282CFZ9	UNITED STATES TREASURY	3,100,000.00	01/05/2024	11/30/2027	3,088,132.81	3,122,041.00	3,132,601.44
US GOV	91282CFZ9	UNITED STATES TREASURY	325,000.00	12/05/2023	11/30/2027	320,696.29	327,310.75	328,417.89
US GOV	91282CFZ9	UNITED STATES TREASURY	450,000.00	01/05/2024	11/30/2027	448,277.34	453,199.50	454,732.47
US GOV	91282CGP0	UNITED STATES TREASURY	1,500,000.00	02/06/2024	02/29/2028	1,506,269.53	1,515,645.00	1,536,031.74
US GOV	91282CGP0	UNITED STATES TREASURY	2,100,000.00	04/05/2024	02/29/2028	2,066,613.28	2,121,903.00	2,150,444.44
US GOV	91282CGP0	UNITED STATES TREASURY	2,700,000.00	05/06/2024	02/29/2028	2,626,593.75	2,728,161.00	2,764,857.13
US GOV	91282CGP0	UNITED STATES TREASURY	225,000.00	02/06/2024	02/29/2028	225,940.43	227,346.75	230,404.76
US GOV	91282CGP0	UNITED STATES TREASURY	175,000.00	04/05/2024	02/29/2028	172,217.77	176,825.25	179,203.70
US GOV	91282CGP0	UNITED STATES TREASURY	425,000.00	05/06/2024	02/29/2028	413,445.31	429,432.75	435,208.99
US GOV	91282CJR3	UNITED STATES TREASURY	2,550,000.00	11/05/2024	12/31/2028	2,511,949.22	2,564,433.00	2,564,697.16
US GOV	91282CJR3	UNITED STATES TREASURY	4,700,000.00	12/06/2024	12/31/2028	4,638,128.91	4,726,602.00	4,727,088.88
US GOV	91282CJR3	UNITED STATES TREASURY	2,700,000.00	01/07/2025	12/31/2028	2,640,410.16	2,715,282.00	2,715,561.70
US GOV	91282CJR3	UNITED STATES TREASURY	4,900,000.00	02/06/2025	12/31/2028	4,799,320.31	4,927,734.00	4,928,241.60
US GOV	91282CJR3	UNITED STATES TREASURY	325,000.00	11/05/2024	12/31/2028	320,150.39	326,839.50	326,873.17

US GOV	91282CJR3	UNITED STATES TREASURY	800,000.00	12/06/2024	12/31/2028	789,468.75	804,528.00	804,610.87
US GOV	91282CJR3	UNITED STATES TREASURY	400,000.00	01/07/2025	12/31/2028	391,171.87	402,264.00	402,305.44
US GOV	91282CJR3	UNITED STATES TREASURY	675,000.00	02/06/2025	12/31/2028	661,130.86	678,820.50	678,890.42
US GOV	91282CMG3	UNITED STATES TREASURY	1,000,000.00	10/06/2025	01/31/2030	1,022,812.50	1,022,230.00	1,040,015.33
US GOV	91282CMG3	UNITED STATES TREASURY	150,000.00	10/06/2025	01/31/2030	153,421.88	153,334.50	156,002.30

<b>US GOV</b>	<b>---</b>	<b>UNITED STATES TREASURY</b>	<b>75,850,000.00</b>	<b>---</b>	<b>05/21/2028</b>	<b>73,129,343.75</b>	<b>75,241,840.50</b>	<b>75,556,883.21</b>
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**YANKEE**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	1,252,812.50	1,255,795.49

YANKEE	63254ABE7	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	1,252,812.50	1,255,795.49
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**Summary**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Market Value	Base Market Value + Accrued
---	---	---	571,127,803.34	---	08/22/2027	528,556,321.90	571,558,421.28	572,585,653.13



# SAN MATEO COUNTY TRANSIT DISTRICT

## Investment Performance Review For the Quarter Ended March 31, 2026

### Client Management Team

Monique Spyke, Managing Director  
Allison Kaune, Relationship Manager  
Michael P. Downs, Portfolio Manager

### PFM Asset Management A division of U.S. Bancorp Asset Management, Inc

1 California Street Ste. 1000  
San Francisco, CA 94111-5411  
415-393-7270

213 Market Street  
Harrisburg, PA 17101-2141  
717-232-2723

**NOT FDIC INSURED : NO BANK GUARANTEE : MAY LOSE VALUE**

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# Agenda

- Market Update
- Account Summary
- Portfolio Review

## Market Update

## Current Market Themes



- ▶ Geopolitics has overtaken U.S. macro fundamentals as the market's primary focus
  - ▶ Conflict in Iran has increased near-term inflation risks due to higher commodity prices
  - ▶ Unemployment rate remains stable with net new job creation near zero
  - ▶ Consumer spending and business investment continue to support growth, though momentum is slowing



- ▶ The Federal Reserve paused during both meetings in Q1, keeping rates at 3.50-3.75%
  - ▶ The median "dot plot" projection continues to show one 25 basis point cut in 2026, though individual projections showed less easing
  - ▶ Fed Chair Powell acknowledged the path forward is complicated by geopolitical uncertainty, making it more difficult for the Fed to balance its dual mandate



- ▶ Rising front-end yields unwound the inversion in the Treasury curve
  - ▶ Rate cut expectations were pushed further out, lifting front-end yields
  - ▶ Escalating Middle East conflict drove a spike in volatility
  - ▶ Credit spreads widened from historically tight levels amid heavy supply and geopolitical pressure

Source: Details on market themes and economic indicators provided throughout the body of the presentation. Bloomberg Finance L.P., as of March 31, 2026.

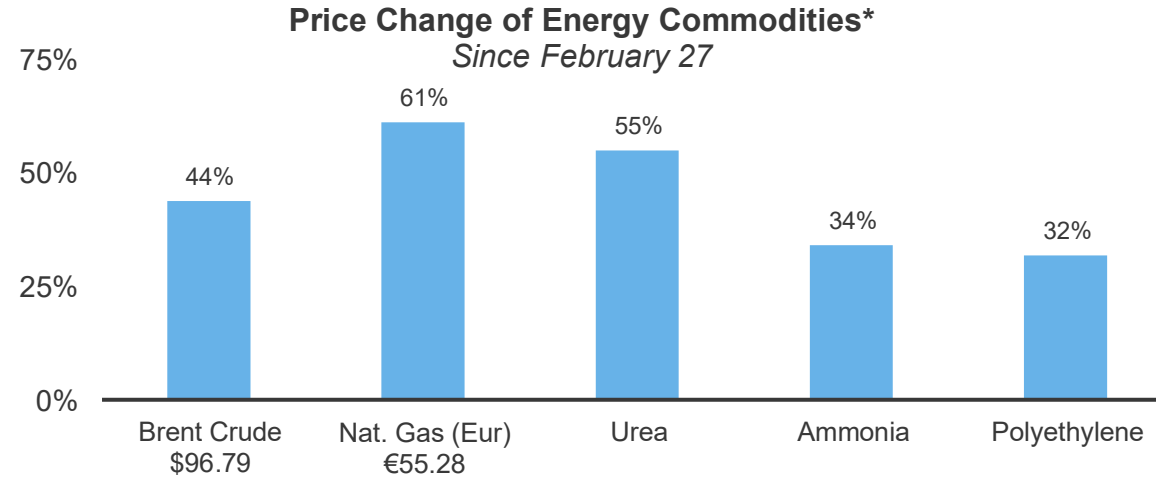
### Market Pricing Conflict In Iran

▶ **Closure of the Strait of Hormuz creates a supply shock**

- ▶ Higher oil prices pressure agricultural and industrial inputs
- ▶ Duration of price shock more important than magnitude

▶ **Federal Reserve likely to remain on hold as it assesses evolving risks**

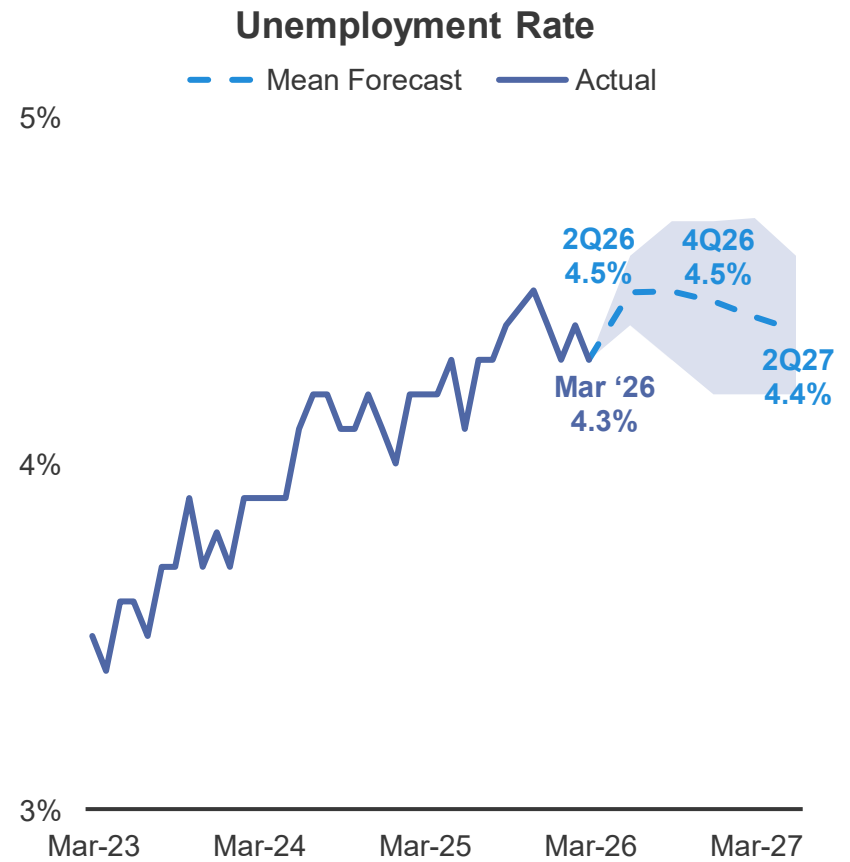
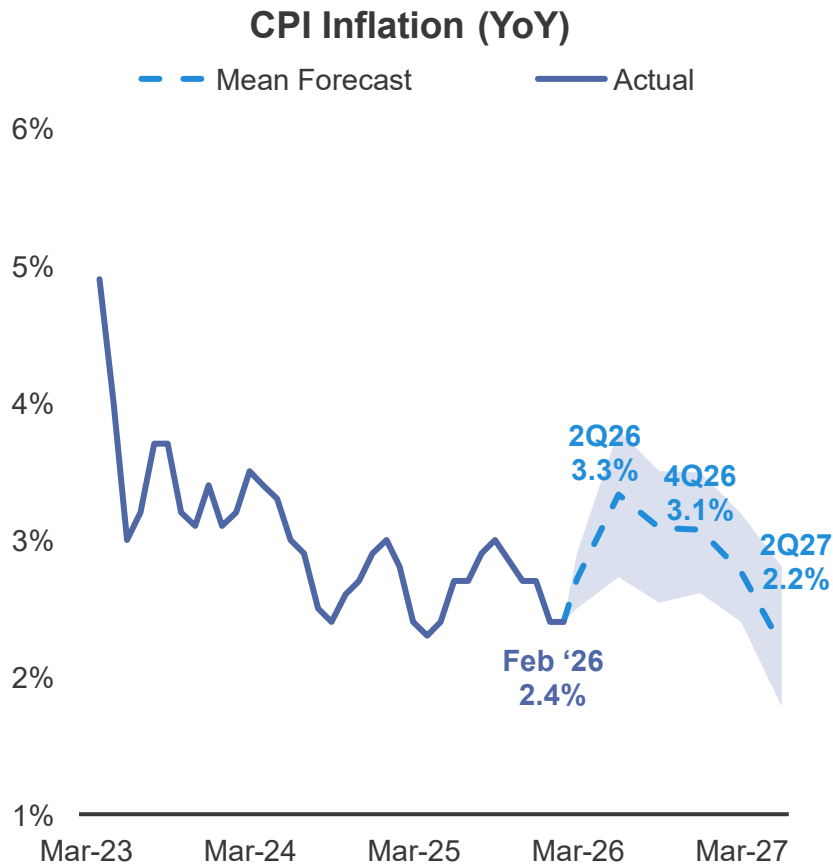
- ▶ Headline inflation expected to rise though uncertainty remains regarding passthrough to core inflation and labor markets
- ▶ Fed to look through supply-side energy shock if inflation expectations remain anchored



Source: Bloomberg Finance L.P., as of March 31, 2026. Market implied inflation expectations shown using 1-year and 5-year inflation swaps.

\*Brent Crude are quoted in dollars per barrel based on the front-month futures contract. Natural gas prices are quoted in euros per megawatt-hour. Ammonia, and urea prices are based on the front-month

### Macro Data Takes a Back Seat

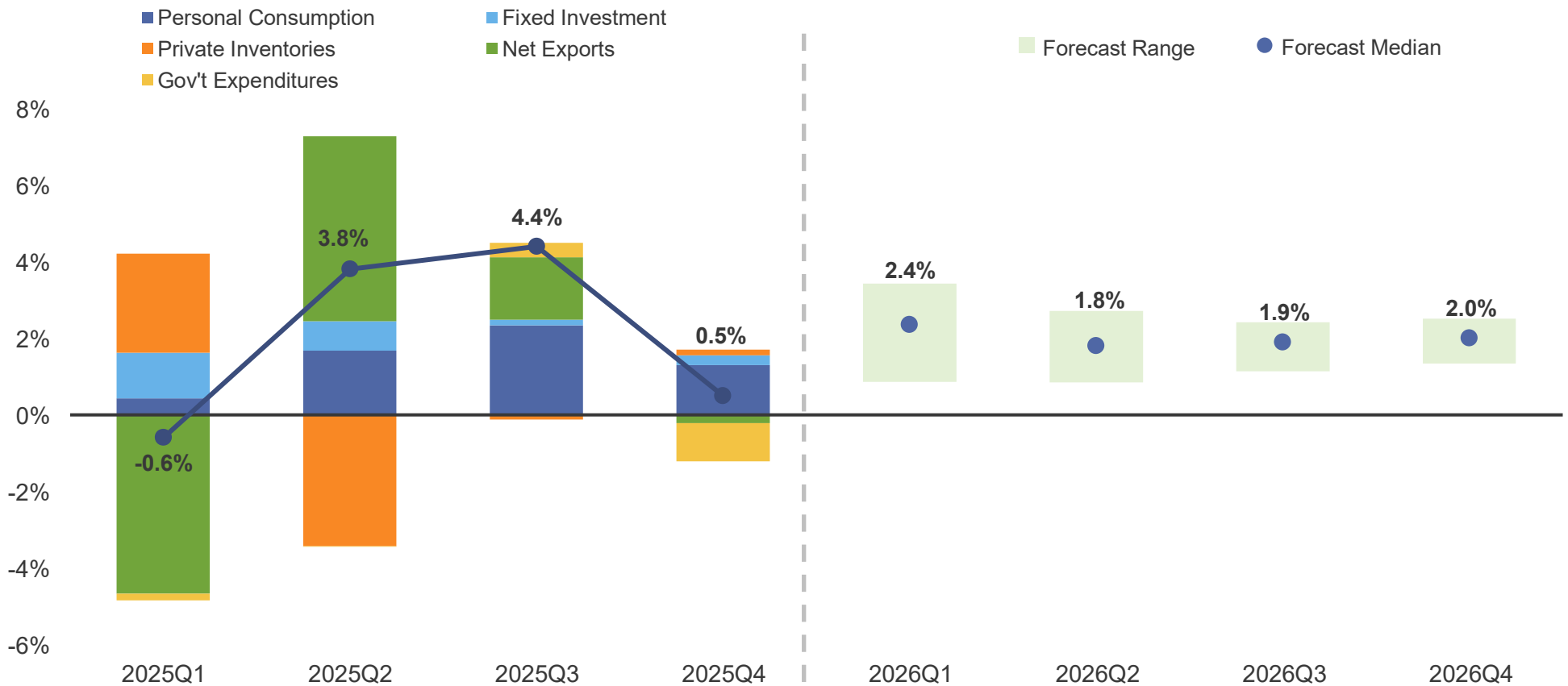


Source: Bureau of Labor Statistics and Bloomberg Finance L.P. CPI Inflation as of February 2026 and Unemployment Rate as of March 2026. Survey responses after March 27, 2026, included in mean and forecast range for CPI Inflation and Unemployment Rate. Shading represents the central 80% of the forecasts.

## U.S. Growth Forecasts Remain Steady

*Fed Chair Powell: “[I]f we have a long period of much higher gas prices, that is going to weigh on consumption... Meanwhile, the economy is solid... It’s just we don’t know what the effects of this will be.”*

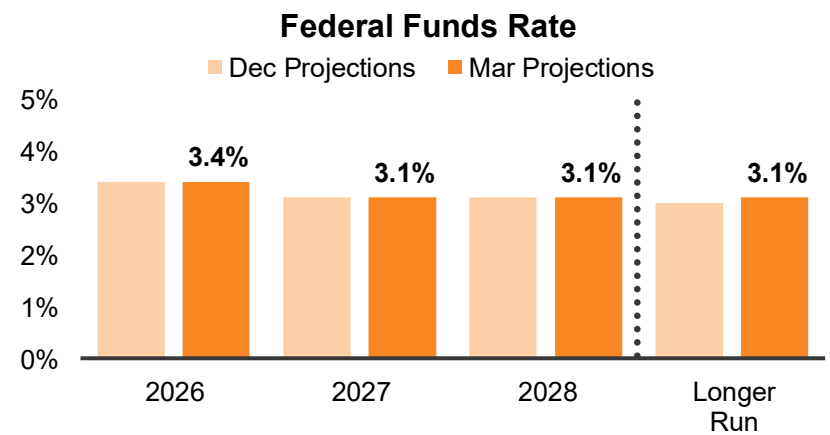
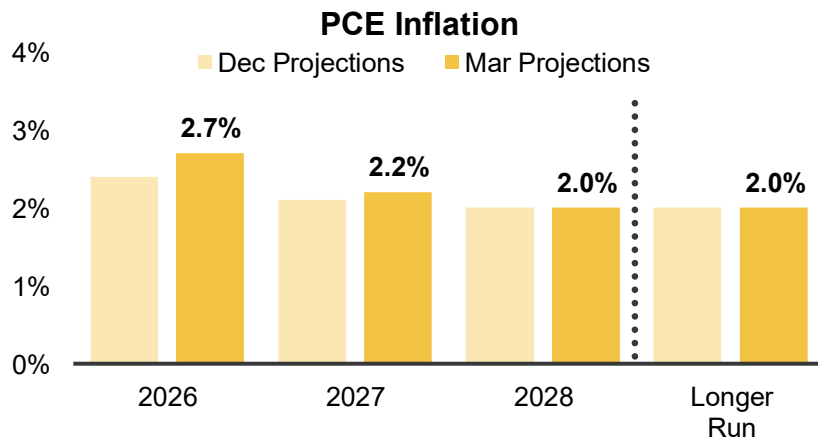
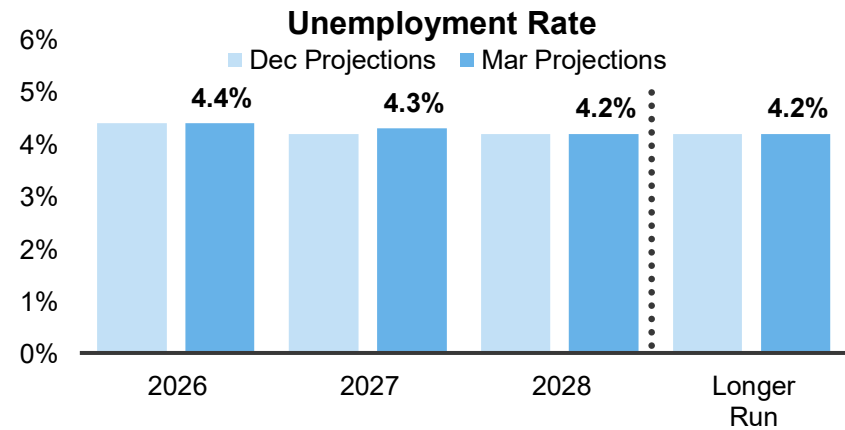
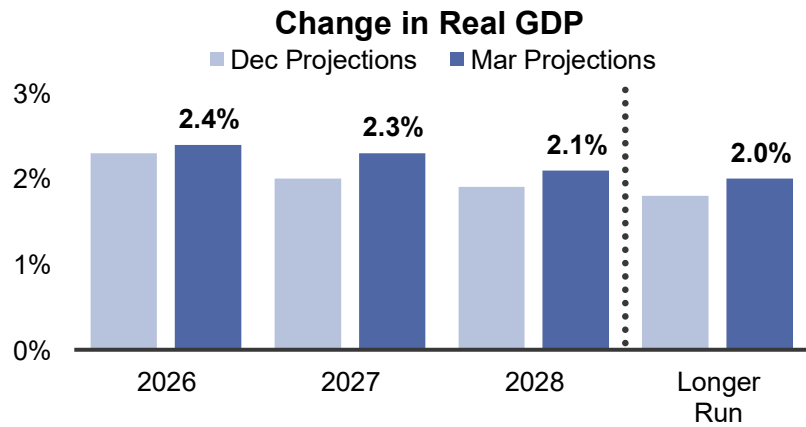
### U.S. Real GDP Contributors and Detractors



Source: FOMC Chair Jerome Powell Press Conference, March 18, 2026. Bloomberg Finance L.P. and Bureau of Economic Analysis, as of December 2025 (left). Survey responses after March 27, 2026, included in Median and forecast range. Shading represents the central 80% of the forecasts (right).

## Fed's Updated Summary of Economic Projections

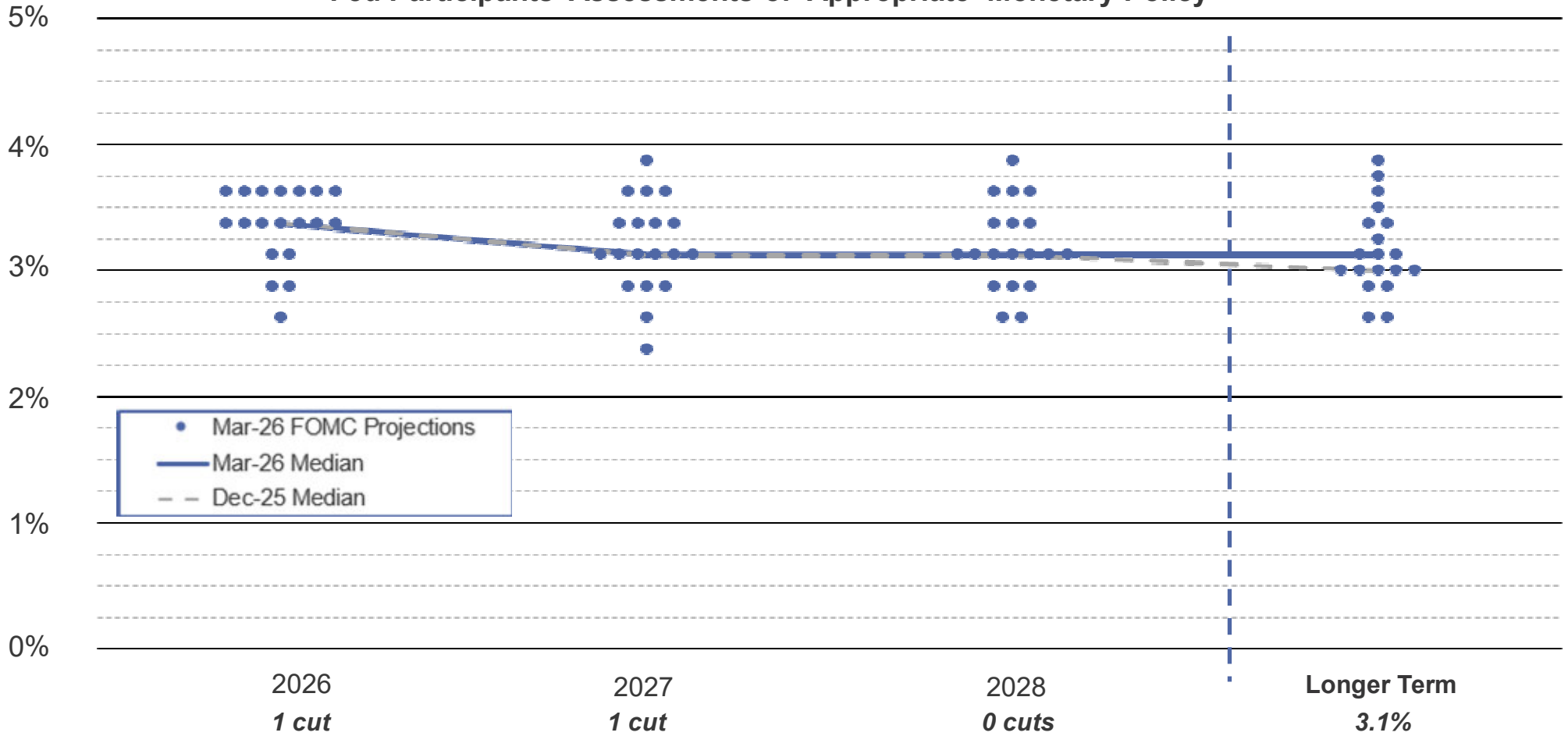
*Fed Chair Powell: "The economic effect could be bigger, they could be smaller ... We just don't know. People are writing down what seems to make sense to them but have no conviction."*



Source: FOMC Chair Jerome Powell Press Conference, March 18, 2026. Federal Reserve, latest median economic projections, as of March 2026.

### The Latest Fed "Dot Plot"

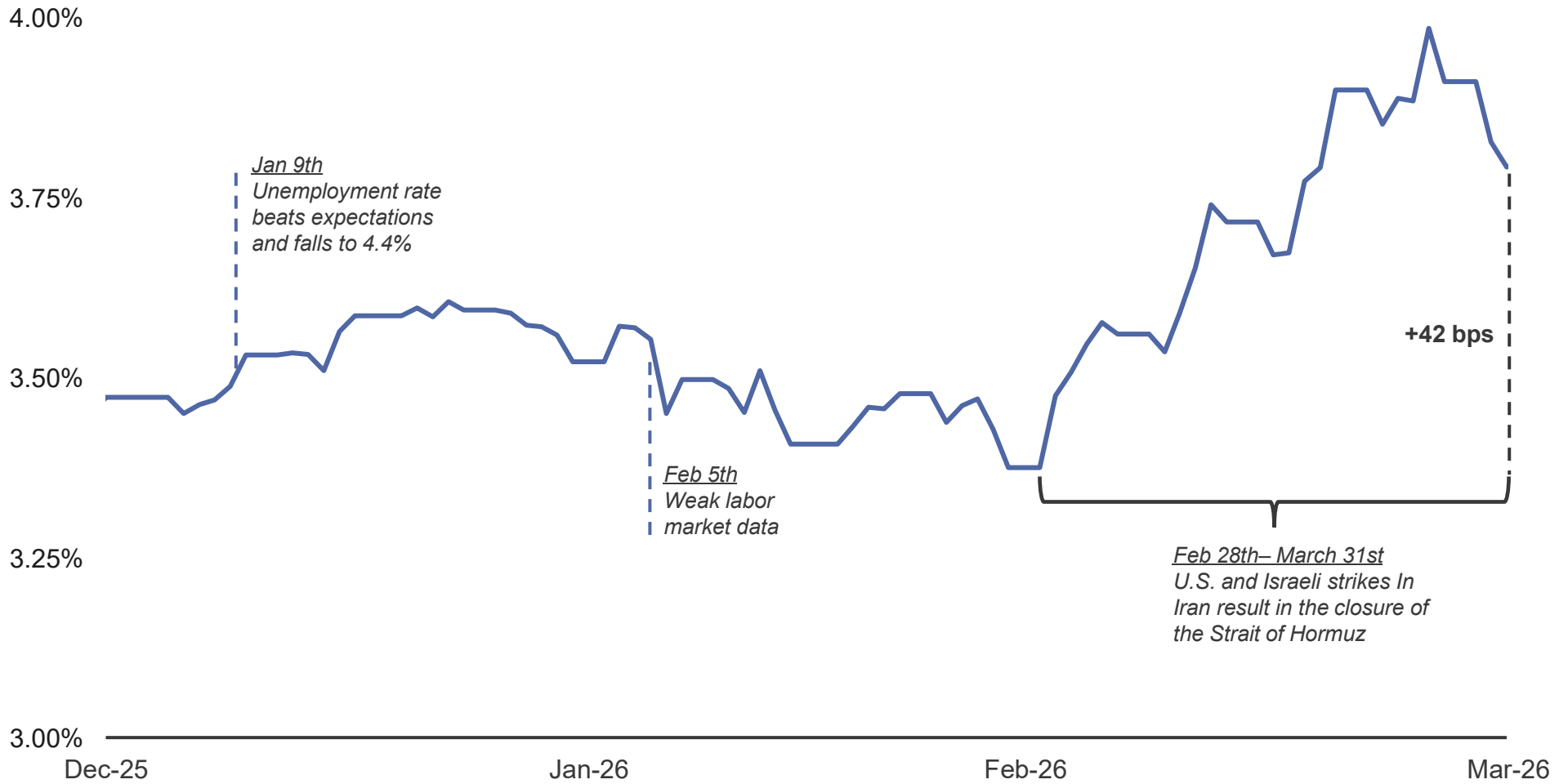
Fed Participants' Assessments of 'Appropriate' Monetary Policy



Source: Bloomberg Finance L.P. Individual dots represent each Fed members' judgement of the midpoint of the appropriate target range for the federal funds rate at each year-end. As of March 2026.

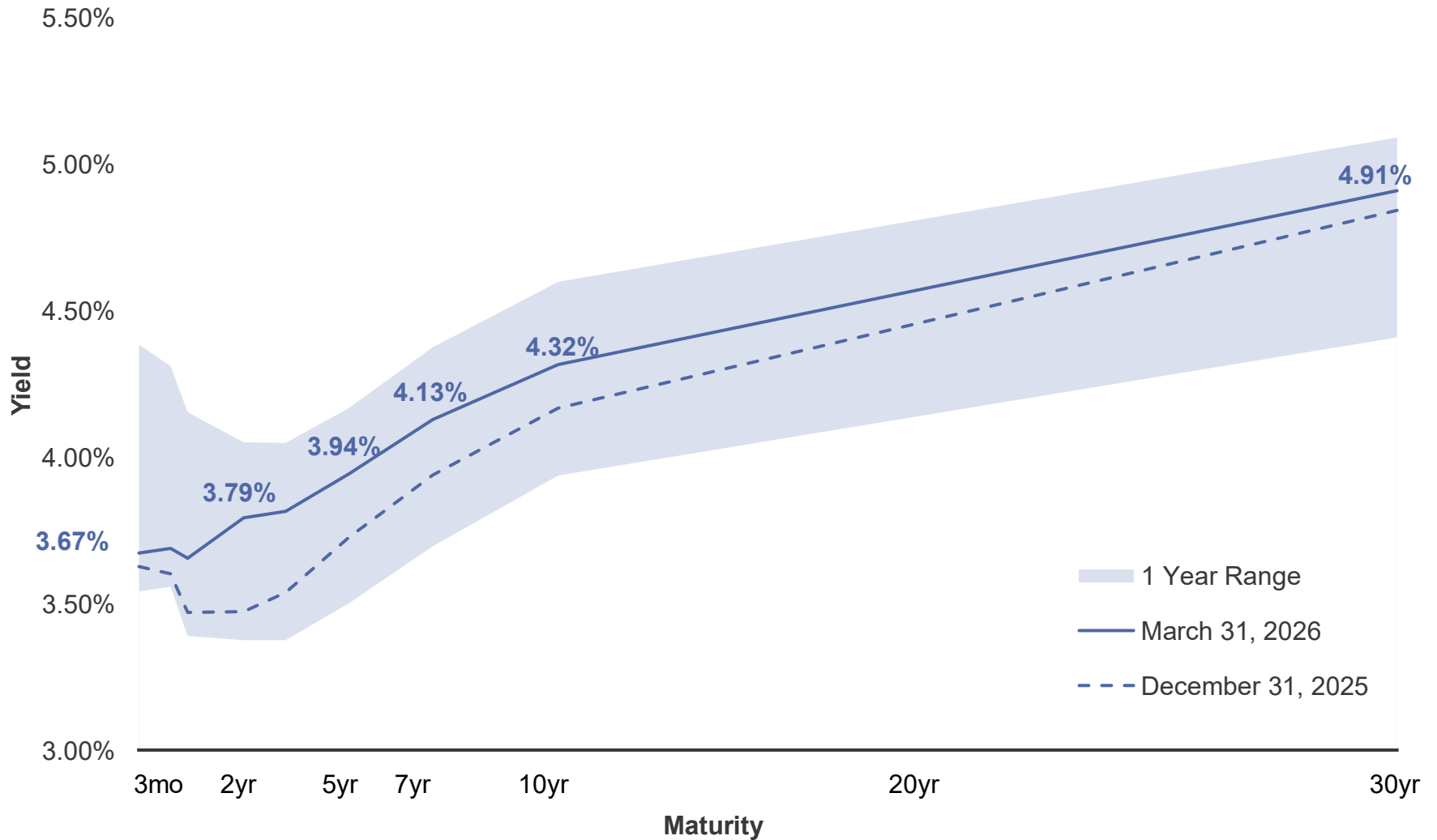
### Treasury Yields Reach 8-Month High

**2-Year U.S. Treasury Yield**  
December 31, 2025 – March 31, 2026

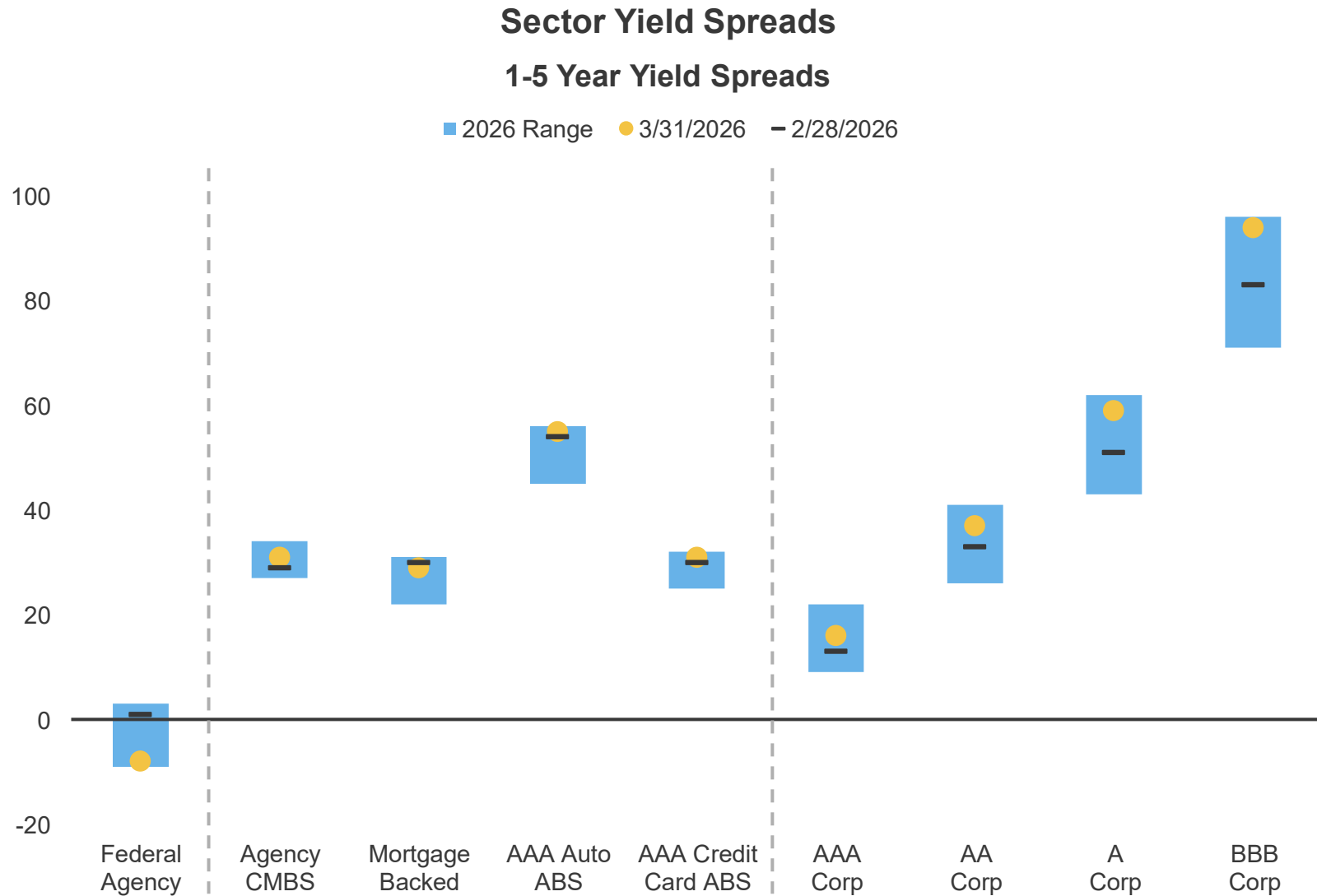


Source: Bloomberg Finance L.P., as of March 31, 2026.

### Treasury Yields Rise Across the Curve U.S. Treasury Yield Curve



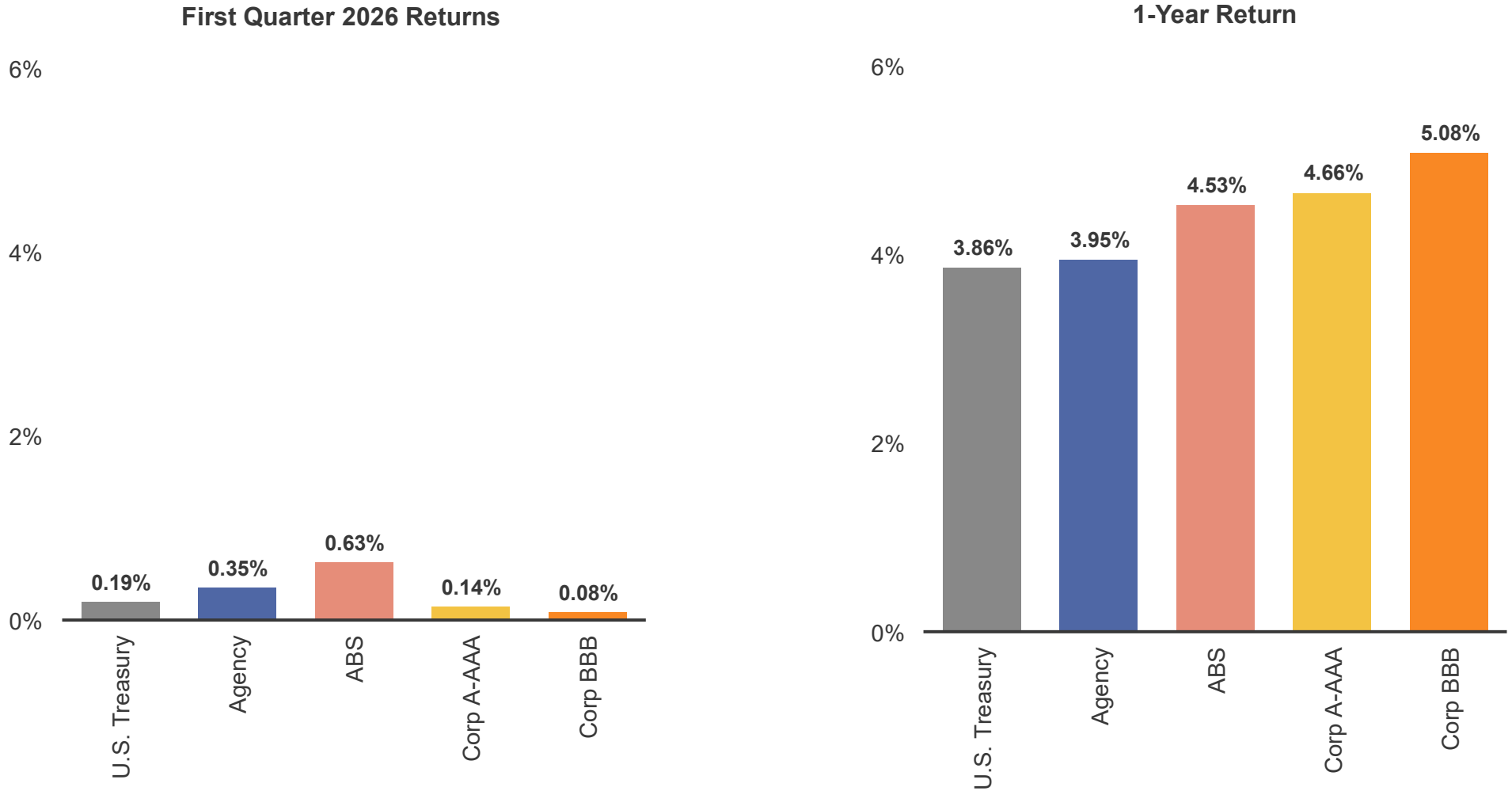
Source: Bloomberg Finance L.P., as of March 31, 2026.



Source: ICE BofA 1-5 year Indices via Bloomberg Finance L.P. as of March 31, 2026. Spreads on ABS and MBS are option-adjusted spreads based on weighted average life; spreads on agencies are relative to comparable maturity Treasuries. CMBS is Commercial Mortgage-Backed Securities and represented by the ICE BofA Agency CMBS Index.

## Fixed-Income Index Total Returns in 1Q 2026

### 1-5 Year Indices



Source: ICE BofA Indices. ABS indices are 0-5 year, based on weighted average life. As of March 31, 2026.

### Fixed-Income Sector Outlook – 2Q 2026

Sector	Our Investment Preferences
COMMERCIAL PAPER / CD	
TREASURIES	
T-Bill	
T-Note	
FEDERAL AGENCIES	
Bullets	
Callables	
SUPRANATIONALS	
CORPORATES	
Financials	
Industrials	
SECURITIZED	
Asset-Backed	
Agency Mortgage-Backed	
Agency CMBS	
MUNICIPALS	

● Current outlook

○ Outlook one quarter ago



## Factors to Consider for 6-12 Months

### Monetary Policy (Global):



- The Fed held rates steady in Q1 amid persistent inflation pressures and limited net job creation.
- Policymakers acknowledged the path forward is complicated, with geopolitical uncertainty adding additional strain to the Fed's dual mandate.
- The "dot plot" projects 25 bps of rate cuts in both 2026 and 2027; however, this is predicated on inflation progress.
- Global central banks remained on pause in Q1 but energy inflation pressures may necessitate hikes.

### Economic Growth (Global):



- Stable consumer and business spending support growth, offsetting the weakness seen from the U.S. government shutdown in Q4 GDP.
- Fiscal support and AI investment should aid growth; however, a prolonged conflict in Iran may weigh on consumer discretionary spending.
- Risks to global growth prospects have increased amid the escalating conflict due to higher energy prices, supply-chain disruptions, and increased uncertainty.

### Inflation (U.S.):



- The inflation outlook depends on the duration of the Middle East conflict and the degree to which higher energy and commodity costs raise core goods and services prices.
- Inflation remains sticky with limited progress on core services and continuing pressure from tariffs passthroughs.
- Near-term inflation expectations have increased due to the higher energy prices while long-run expectations remain anchored.

### Financial Conditions (U.S.):



- Corporate fundamentals and underlying demand remain strong. Spread widening has improved valuations, though the sector is still rich from a historic perspective.
- The conflict in the Middle East has tightened financial conditions. The duration of the conflict and its impact on the economy will be a key driver of corporate fundamentals.
- Geopolitical conflict, higher oil prices, and the evolution of the economy are key risks. At this time we view volatility in private credit as contained and not a systemic risk.

### Consumer Spending (U.S.):



- Modest job growth and inflationary pressures continue to weigh on consumer sentiment. Higher energy and food prices will likely drive consumer sentiment lower.
- Wage growth continues to exceed inflation, but this gap has narrowed. Energy shocks may compress real incomes and reduce discretionary spending.
- Lower-income cohorts remained more exposed to higher energy prices as a larger share of household budgets are allocated to essentials.
- Higher-income cohorts benefit from strong equity markets and home price appreciation in recent years.

### Labor Markets (U.S.):



- Labor market conditions continued to cool with net new job creation close to zero.
- The unemployment rate remained unchanged as lower job creation was offset by a reduction in the pace of labor force growth.
- The Fed has framed the combination of limited job growth and a stable unemployment rate as an uncomfortable balance.
- Initial jobless claims and layoff rates remain low, consistent with a continued "low-hire/low-fire" environment.

● Current outlook    ○ Outlook one quarter ago

Stance Unfavorable  
to Risk Assets



Stance Favorable  
to Risk Assets

Statements and opinions expressed about the next 6-12 months were developed based on our independent research with information obtained from Bloomberg Finance L.P. and FactSet. The views expressed within this material constitute the perspective and judgment of PFM Asset Management at the time of distribution (3/31/2026) and are subject to change. Information is obtained from sources generally believed to be reliable and available to the public; however, PFM Asset Management cannot guarantee its accuracy, completeness, or suitability.

# Account Summary

## Certificate of Compliance

During the reporting period for the quarter ended March 31, 2026, the account(s) managed by PFM Asset Management ("PFMAM") were in compliance with the applicable investment policy and guidelines as furnished to PFMAM.

Acknowledged : *PFM Asset Management, a division of U.S. Bancorp Asset Management, Inc.*

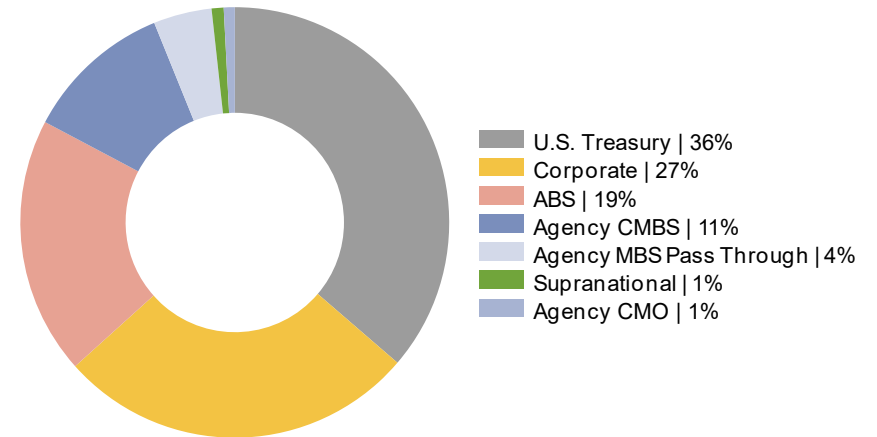
*Note: Pre- and post-trade compliance for the account(s) managed by PFM Asset Management is provided via Bloomberg Financial LP Asset and Investment Management ("AIM").*

### Consolidated Summary

#### Account Summary

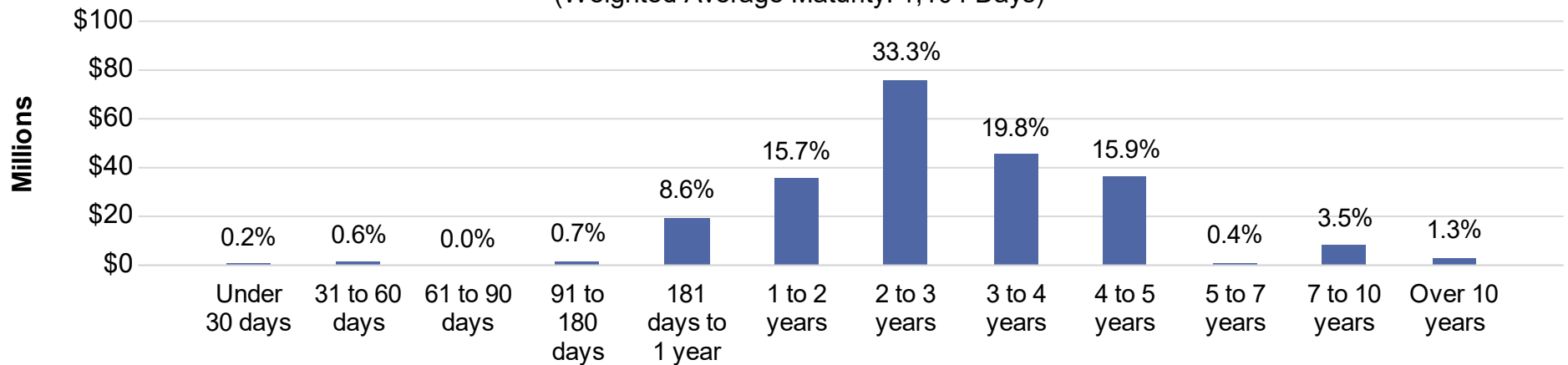
<b>PFMAM Managed Account</b>	\$236,061,616
<b>Total Program</b>	<b>\$236,061,616</b>

#### Sector Allocation



#### Maturity Distribution

(Weighted Average Maturity: 1,104 Days)



1. Account summary and sector allocation include market values, accrued interest, and overnight balances. Maturity distribution includes market values and excludes accrued interest and overnight balances

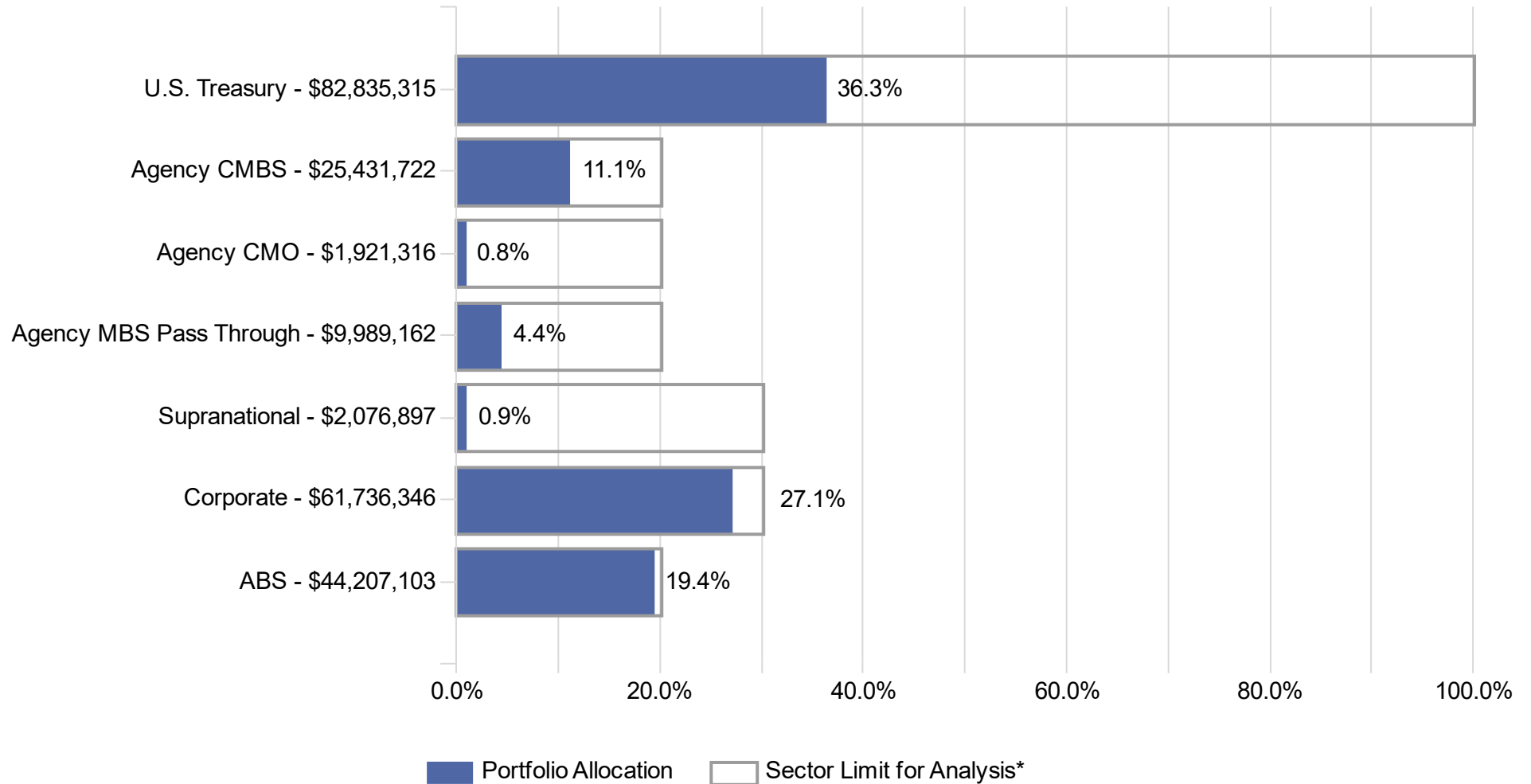
## Account Summary

SamTrans Operating Funds			
Portfolio Values	March 31, 2026	Analytics <sup>1</sup>	March 31, 2026
PFMAM Managed Account	\$196,404,315	Yield at Market	4.07%
Amortized Cost	\$196,247,632	Yield on Cost	4.17%
Market Value	\$196,404,315	Portfolio Duration	2.08
Accrued Interest	\$1,330,373		
Cash	\$7,121,118		

SamTrans Paratransit Funds			
Portfolio Values	March 31, 2026	Analytics <sup>1</sup>	March 31, 2026
PFMAM Managed Account	\$30,269,148	Yield at Market	4.07%
Amortized Cost	\$30,253,824	Yield on Cost	4.12%
Market Value	\$30,269,148	Portfolio Duration	2.06
Accrued Interest	\$194,024		
Cash	\$742,637		

1. Yield at market, yield on cost, and portfolio duration only include investments held within the separately managed account(s), excludes balances invested in overnight funds.

### Sector Allocation Analytics



*For informational/analytical purposes only and is not provided for compliance assurance. Includes accrued interest.*

*\*Sector Limit for Analysis is as derived from our interpretation of your most recent Investment Policy as provided.*

## Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
<b>U.S. Treasury</b>	<b>36.3%</b>	
United States Treasury	36.3%	AA / Aa / AA
<b>Agency CMBS</b>	<b>11.1%</b>	
Federal Home Loan Mortgage Corp	11.1%	AA / Aa / AA
<b>Agency CMO</b>	<b>0.8%</b>	
Federal Home Loan Mortgage Corp	0.3%	AA / Aa / AA
Federal National Mortgage Association	0.5%	AA / Aa / AA
<b>Agency MBS Pass Through</b>	<b>4.4%</b>	
Federal Home Loan Mortgage Corp	0.9%	AA / Aa / AA
Federal National Mortgage Association	3.5%	AA / Aa / AA
<b>Supranational</b>	<b>0.9%</b>	
International Bank for Reconstruction &	0.9%	AAA / Aaa / AAA
<b>Corporate</b>	<b>27.1%</b>	
Air Products and Chemicals Inc	0.6%	A / A / NR
Amazon.com Inc	1.0%	AA / A / AA
American Express Co	0.8%	A / A / A
Analog Devices Inc	0.7%	A / A / A
AstraZeneca PLC	0.7%	A / A / NR
Bank of New York Mellon Corp	1.4%	A / Aa / AA
Bayerische Motoren Werke AG	0.4%	A / A / NR
Berkshire Hathaway Inc	1.3%	AA / Aa / A
BlackRock Inc	0.9%	AA / Aa / NR
Caterpillar Inc	0.7%	A / A / A
Cisco Systems Inc	0.8%	AA / A / NR
Citigroup Inc	1.4%	A / Aa / A
Deere & Co	0.7%	A / A / A
Home Depot Inc	0.7%	A / A / A

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
<b>Corporate</b>	<b>27.1%</b>	
Honda Motor Co Ltd	0.7%	BBB / A / A
Lockheed Martin Corp	0.1%	A / A / A
Mars Inc	0.2%	A / A / NR
Merck & Co Inc	0.3%	A / Aa / NR
Morgan Stanley	0.9%	A / Aa / AA
National Australia Bank Ltd	0.6%	AA / Aa / NR
National Rural Utilities Cooperative Fi	1.7%	A / A / A
Northern Trust Corp	1.0%	A / A / A
Novartis AG	1.8%	AA / Aa / NR
PACCAR Inc	0.8%	A / A / NR
Salesforce Inc	1.0%	A / A / NR
Shell PLC	2.0%	A / Aa / AA
State Street Corp	0.4%	A / Aa / AA
Target Corp	0.1%	A / A / A
TotalEnergies SE	1.5%	A / Aa / NR
Toyota Motor Corp	0.7%	A / A / A
UnitedHealth Group Inc	0.6%	A / A / A
Walmart Inc	0.5%	AA / Aa / AA
<b>ABS</b>	<b>19.4%</b>	
Ally Auto Receivables Trust	0.2%	AAA / NR / AAA
American Express Co	1.9%	AAA / NR / AAA
BA Credit Card Trust	1.9%	AAA / Aaa / AAA
Bank of America Corp	0.1%	NR / Aaa / AAA
Capital One Financial Corp	1.5%	AAA / NR / AAA
Citigroup Inc	1.0%	AAA / Aaa / NR
Discover Card Execution Note Trust	0.6%	AAA / Aaa / NR

Ratings shown are calculated by assigning a numeral value to each security rating, then calculating a weighted average rating for each security type / issuer category using all available security ratings, excluding Not-Rated (NR) ratings. For security type / issuer categories where a rating from the applicable NRSRO is not available, a rating of NR is assigned. Includes accrued interest and excludes balances invested in overnight funds.

### Issuer Diversification

Security Type / Issuer	Market Value (%)	S&P / Moody's / Fitch
<b>ABS</b>	<b>19.4%</b>	
Fifth Third Auto Trust	0.3%	AAA / Aaa / NR
Ford Credit Auto Owner Trust	0.8%	AAA / Aaa / AAA
GM Financial Consumer Automobile Receiv	0.2%	AAA / Aaa / NR
Honda Auto Receivables Owner Trust	1.8%	AAA / Aaa / AAA
Hyundai Auto Receivables Trust	1.4%	AAA / NR / AAA
JPMorgan Chase & Co	1.5%	AAA / NR / AAA
Nissan Auto Receivables Owner Trust	1.3%	NR / Aaa / AAA
Porsche Innovative Lease Owner	0.2%	AAA / NR / AAA
Toyota Auto Receivables Owner Trust	1.0%	AAA / Aaa / AAA
Verizon Master Trust	0.8%	NR / Aaa / AAA
Volkswagen Auto Loan Enhanced Trust	0.6%	NR / Aaa / AAA
WF Card Issuance Trust	2.3%	AAA / Aaa / AAA
<b>Total</b>	<b>100.0%</b>	

Ratings shown are calculated by assigning a numeral value to each security rating, then calculating a weighted average rating for each security type / issuer category using all available security ratings, excluding Not-Rated (NR) ratings. For security type / issuer categories where a rating from the applicable NRSRO is not available, a rating of NR is assigned. Includes accrued interest and excludes balances invested in overnight funds.

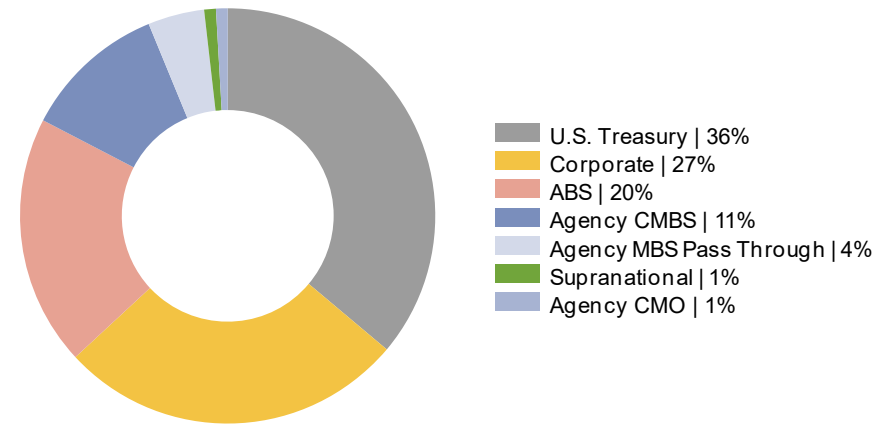
# Portfolio Review: SamTrans Operating Funds

## Portfolio Snapshot - SamTrans Operating Funds<sup>1</sup>

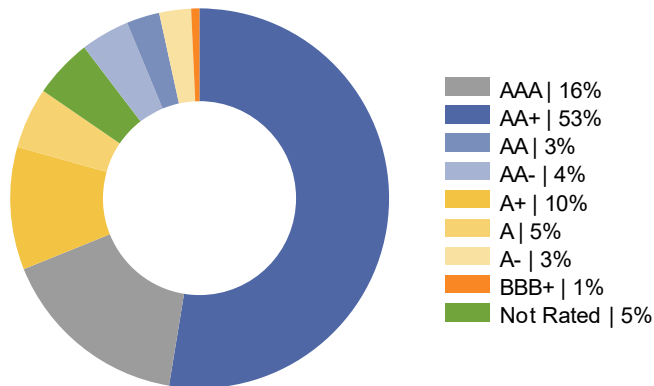
### Portfolio Statistics

<b>Total Market Value</b>	\$204,855,806.60
<i>Securities Sub-Total</i>	\$196,404,315.46
<i>Accrued Interest</i>	\$1,330,372.95
<i>Cash</i>	\$7,121,118.19
<b>Portfolio Effective Duration</b>	2.08 years
<b>Benchmark Effective Duration</b>	2.02 years
<b>Yield At Cost</b>	4.17%
<b>Yield At Market</b>	4.07%
<b>Portfolio Credit Quality</b>	AA

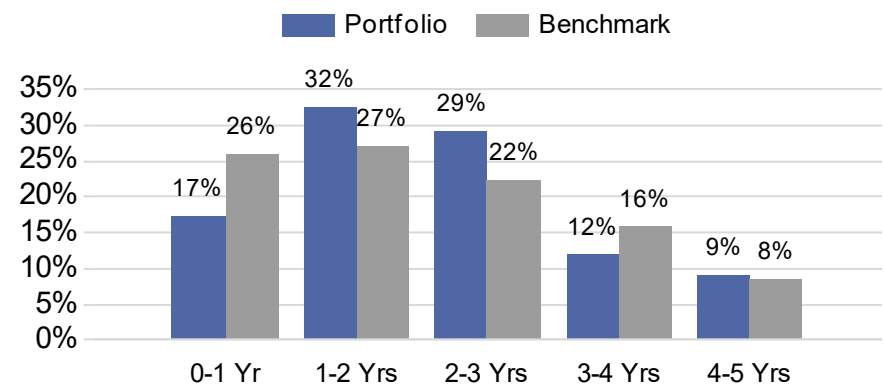
### Sector Allocation



### Credit Quality - S&P



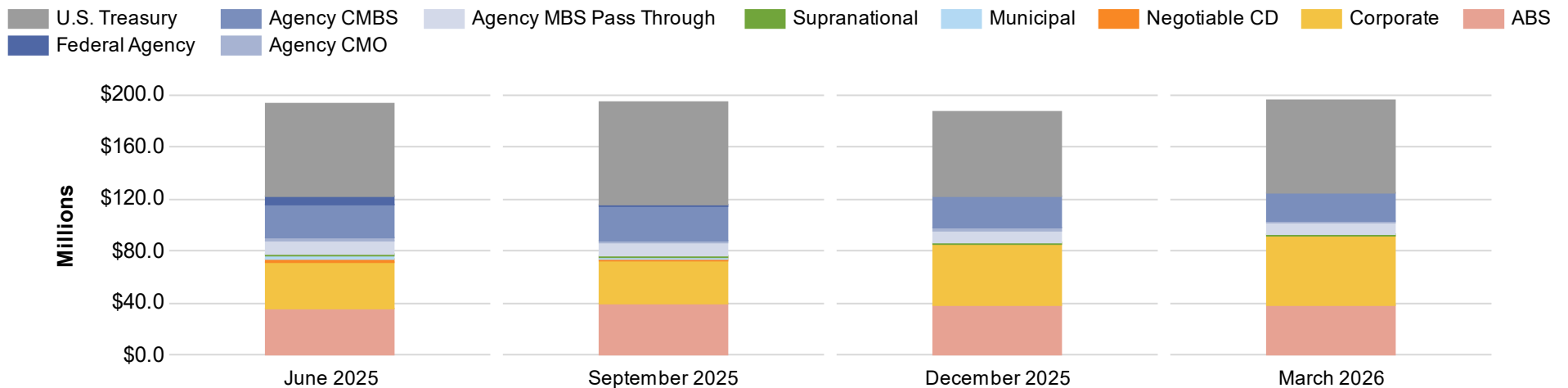
### Duration Distribution



1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S. Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S. Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S. Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

### Sector Allocation Review - SamTrans Operating Funds

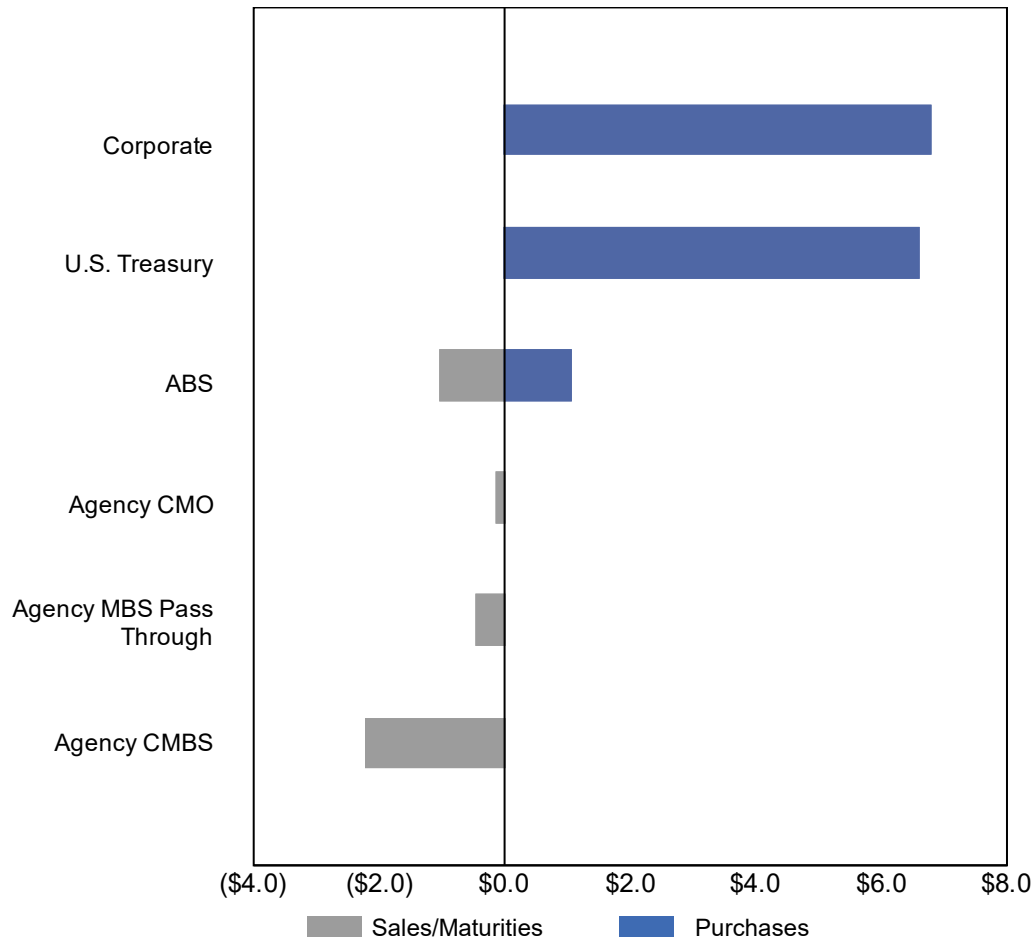
Security Type	Jun-25	% of Total	Sep-25	% of Total	Dec-25	% of Total	Mar-26	% of Total
U.S. Treasury	\$71.5	36.8%	\$79.2	40.7%	\$64.8	34.6%	\$71.0	36.1%
Federal Agency	\$5.9	3.1%	\$1.2	0.6%	\$0.0	0.0%	\$0.0	0.0%
Agency CMBS	\$26.4	13.6%	\$25.9	13.3%	\$24.3	13.0%	\$21.9	11.2%
Agency CMO	\$2.1	1.1%	\$2.0	1.0%	\$1.8	1.0%	\$1.7	0.9%
Agency MBS Pass Through	\$10.1	5.2%	\$9.6	4.9%	\$9.1	4.9%	\$8.6	4.4%
Supranational	\$1.8	0.9%	\$1.8	0.9%	\$1.8	1.0%	\$1.8	0.9%
Municipal	\$2.1	1.1%	\$0.4	0.2%	\$0.0	0.0%	\$0.0	0.0%
Negotiable CD	\$2.5	1.3%	\$2.5	1.3%	\$0.0	0.0%	\$0.0	0.0%
Corporate	\$35.3	18.2%	\$33.1	17.0%	\$46.7	25.0%	\$53.1	27.0%
ABS	\$36.2	18.7%	\$39.1	20.1%	\$38.4	20.5%	\$38.2	19.5%
<b>Total</b>	<b>\$193.8</b>	<b>100.0%</b>	<b>\$194.7</b>	<b>100.0%</b>	<b>\$186.9</b>	<b>100.0%</b>	<b>\$196.4</b>	<b>100.0%</b>



Market values, excluding accrued interest. Only includes fixed-income securities held within the separately managed account(s) and LGIPs managed by PFMAM. Detail may not add to total due to rounding.

## Portfolio Activity - SamTrans Operating Funds

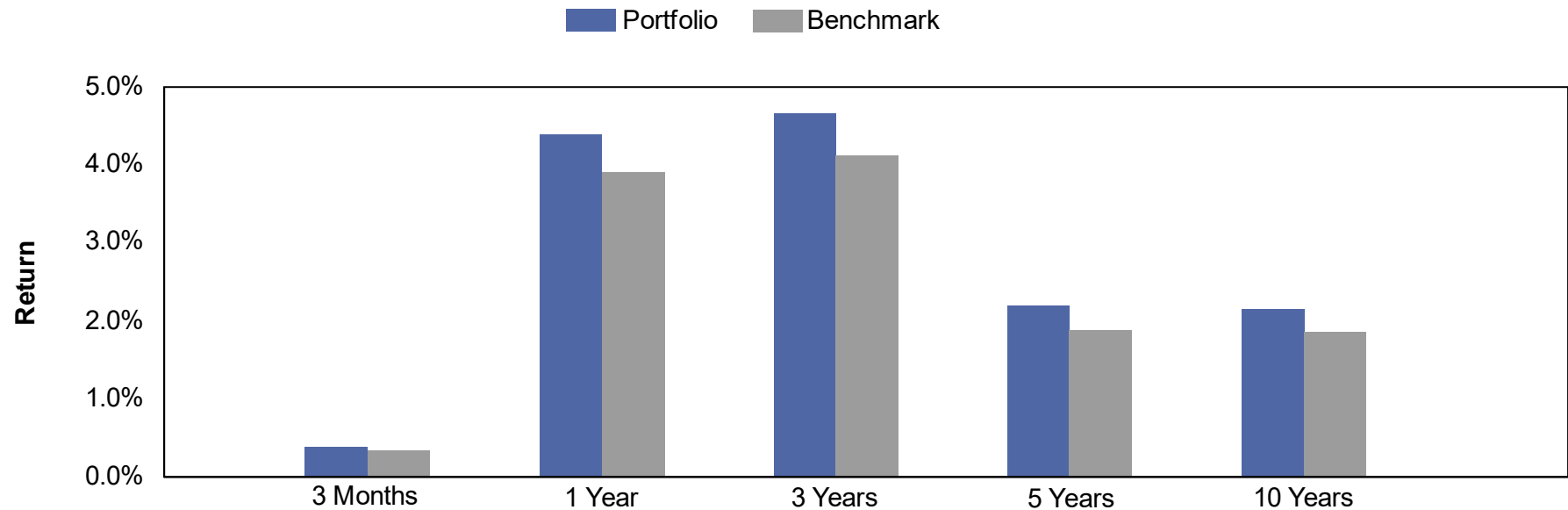
**Net Activity by Sector**  
 (\$ millions)



Sector	Net Activity
Corporate	\$6,802,735
U.S. Treasury	\$6,610,146
ABS	\$44,489
Agency CMO	(\$128,251)
Agency MBS Pass Through	(\$427,203)
Agency CMBS	(\$2,192,977)
<b>Total Net Activity</b>	<b>\$10,708,939</b>

Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

## Portfolio Performance - SamTrans Operating Funds



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	10 Years
Interest Earned <sup>2</sup>	\$1,933,102	\$7,222,494	\$17,327,499	\$22,115,444	\$30,318,076
Change in Market Value	(\$1,161,948)	\$1,384,592	\$8,863,072	(\$963,460)	\$468,672
<b>Total Dollar Return</b>	<b>\$771,154</b>	<b>\$8,607,086</b>	<b>\$26,190,571</b>	<b>\$21,151,984</b>	<b>\$30,786,748</b>
<b>Total Return<sup>3</sup></b>					
Portfolio	0.38%	4.39%	4.66%	2.20%	2.15%
Benchmark <sup>4</sup>	0.33%	3.91%	4.13%	1.88%	1.86%

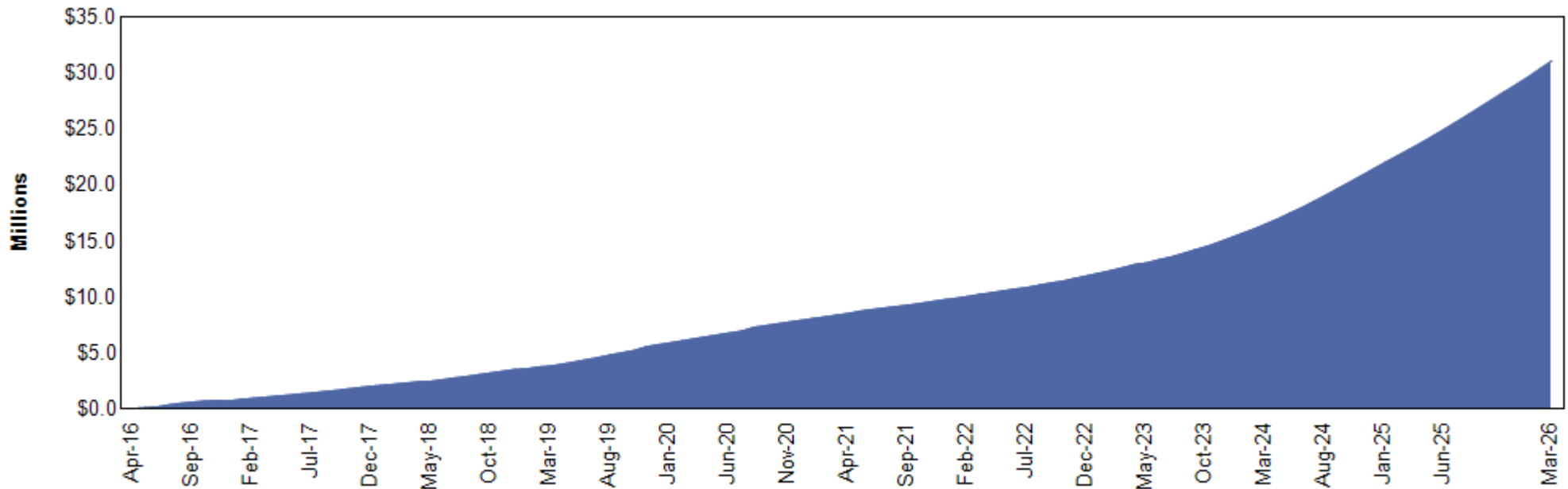
1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.

2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.

3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.

4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP.

### Accrual Basis Earnings - SamTrans Operating Funds



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	10 Year <sup>1</sup>
Interest Earned <sup>2</sup>	\$1,933,102	\$7,222,494	\$17,327,499	\$22,115,444	\$30,318,076
Realized Gains / (Losses) <sup>3</sup>	\$35,881	(\$17,862)	(\$513,387)	(\$550,621)	(\$642,917)
Change in Amortized Cost	\$140,641	\$704,554	\$1,643,467	\$1,115,219	\$1,411,625
<b>Total Earnings</b>	<b>\$2,109,625</b>	<b>\$7,909,186</b>	<b>\$18,457,579</b>	<b>\$22,680,041</b>	<b>\$31,086,784</b>

1. The lesser of 10 years or since inception is shown. Performance inception date is March 31, 2015.  
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.  
 3. Realized gains / (losses) are shown on an amortized cost basis.

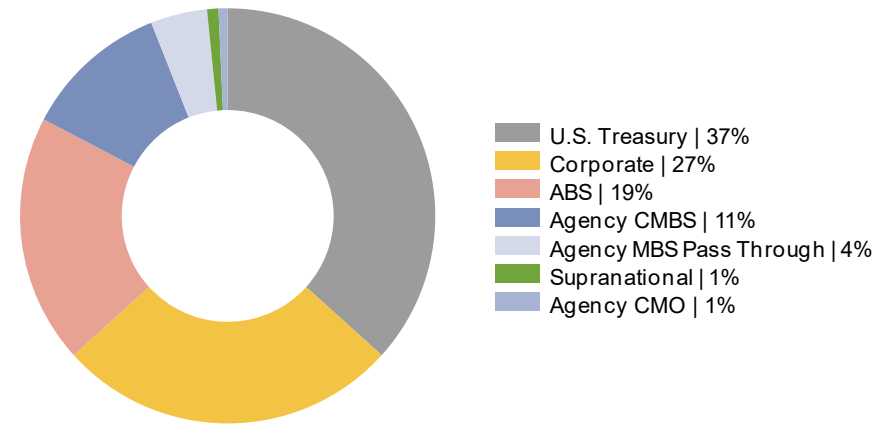
# Portfolio Review: SamTrans Paratransit Funds

## Portfolio Snapshot - SamTrans Paratransit Funds<sup>1</sup>

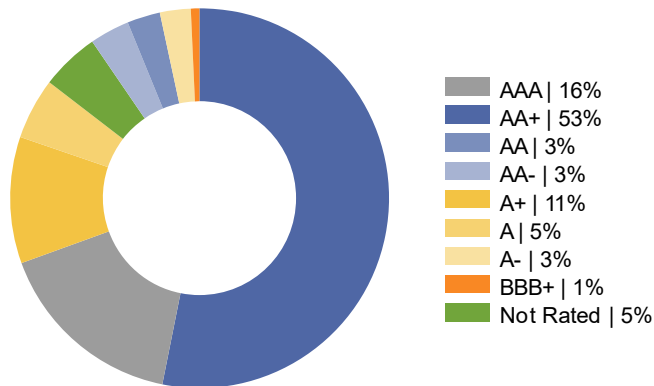
### Portfolio Statistics

<b>Total Market Value</b>	\$31,205,809.63
<i>Securities Sub-Total</i>	\$30,269,148.25
<i>Accrued Interest</i>	\$194,024.35
<i>Cash</i>	\$742,637.03
<b>Portfolio Effective Duration</b>	2.06 years
<b>Benchmark Effective Duration</b>	2.02 years
<b>Yield At Cost</b>	4.12%
<b>Yield At Market</b>	4.07%
<b>Portfolio Credit Quality</b>	AA

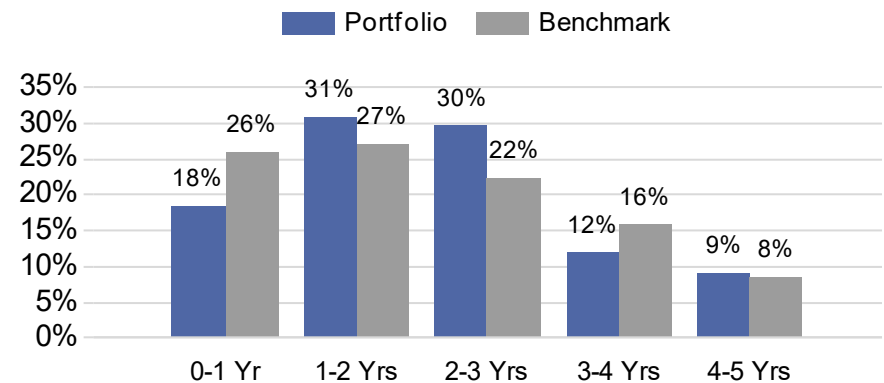
### Sector Allocation



### Credit Quality - S&P



### Duration Distribution

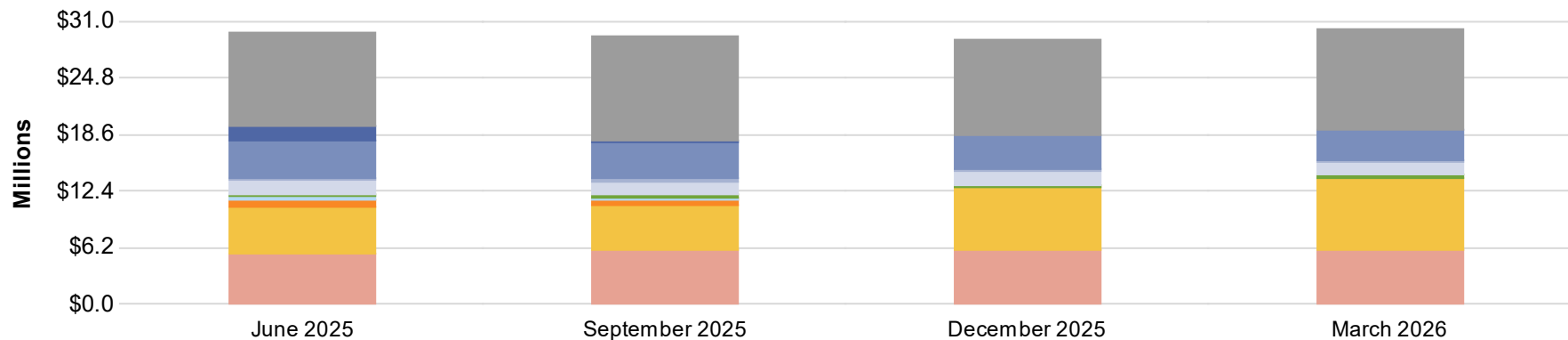


1. Yield and duration calculations exclude cash and cash equivalents. Sector allocation includes market values and accrued interest. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP. An average of each security's credit rating was assigned a numeric value and adjusted for its relative weighting in the portfolio.

### Sector Allocation Review - SamTrans Paratransit Funds

Security Type	Jun-25	% of Total	Sep-25	% of Total	Dec-25	% of Total	Mar-26	% of Total
U.S. Treasury	\$10.2	34.3%	\$11.4	38.7%	\$10.4	36.0%	\$11.1	36.7%
Federal Agency	\$1.6	5.2%	\$0.3	0.9%	\$0.0	0.0%	\$0.0	0.0%
Agency CMBS	\$4.1	13.8%	\$4.0	13.6%	\$3.8	13.0%	\$3.4	11.3%
Agency CMO	\$0.3	0.9%	\$0.2	0.9%	\$0.2	0.8%	\$0.2	0.7%
Agency MBS Pass Through	\$1.5	5.2%	\$1.5	5.0%	\$1.4	4.8%	\$1.3	4.4%
Supranational	\$0.3	0.9%	\$0.3	0.9%	\$0.3	0.9%	\$0.3	0.9%
Municipal	\$0.4	1.4%	\$0.1	0.3%	\$0.0	0.0%	\$0.0	0.0%
Negotiable CD	\$0.8	2.7%	\$0.8	2.7%	\$0.0	0.0%	\$0.0	0.0%
Corporate	\$5.0	16.9%	\$4.9	16.6%	\$7.0	24.1%	\$8.0	26.6%
ABS	\$5.6	18.7%	\$6.0	20.4%	\$5.9	20.4%	\$5.9	19.4%
<b>Total</b>	<b>\$29.8</b>	<b>100.0%</b>	<b>\$29.4</b>	<b>100.0%</b>	<b>\$29.0</b>	<b>100.0%</b>	<b>\$30.3</b>	<b>100.0%</b>

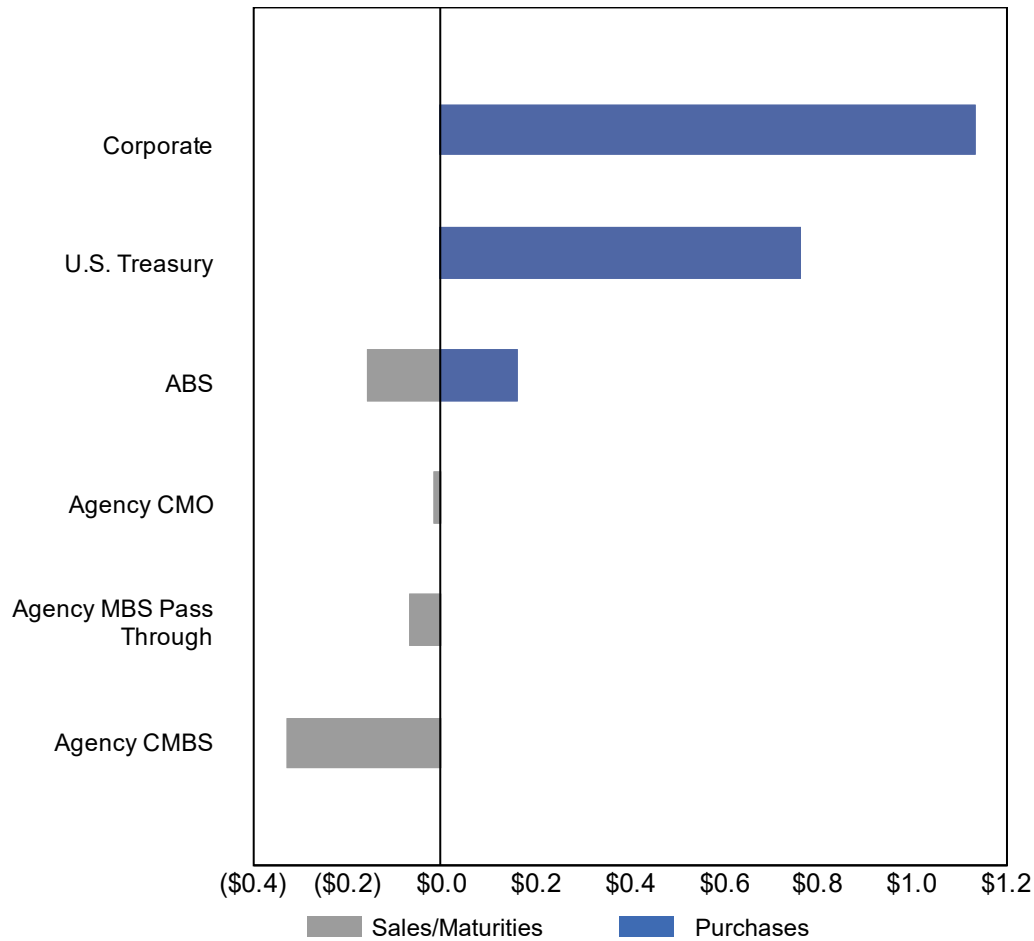
U.S. Treasury    
  Agency CMBS    
  Agency MBS Pass Through    
  Supranational    
  Municipal    
  Negotiable CD    
  Corporate    
  ABS  
 Federal Agency    
 Agency CMO



Market values, excluding accrued interest. Only includes fixed-income securities held within the separately managed account(s) and LGIPs managed by PFMAM. Detail may not add to total due to rounding.

### Portfolio Activity - SamTrans Paratransit Funds

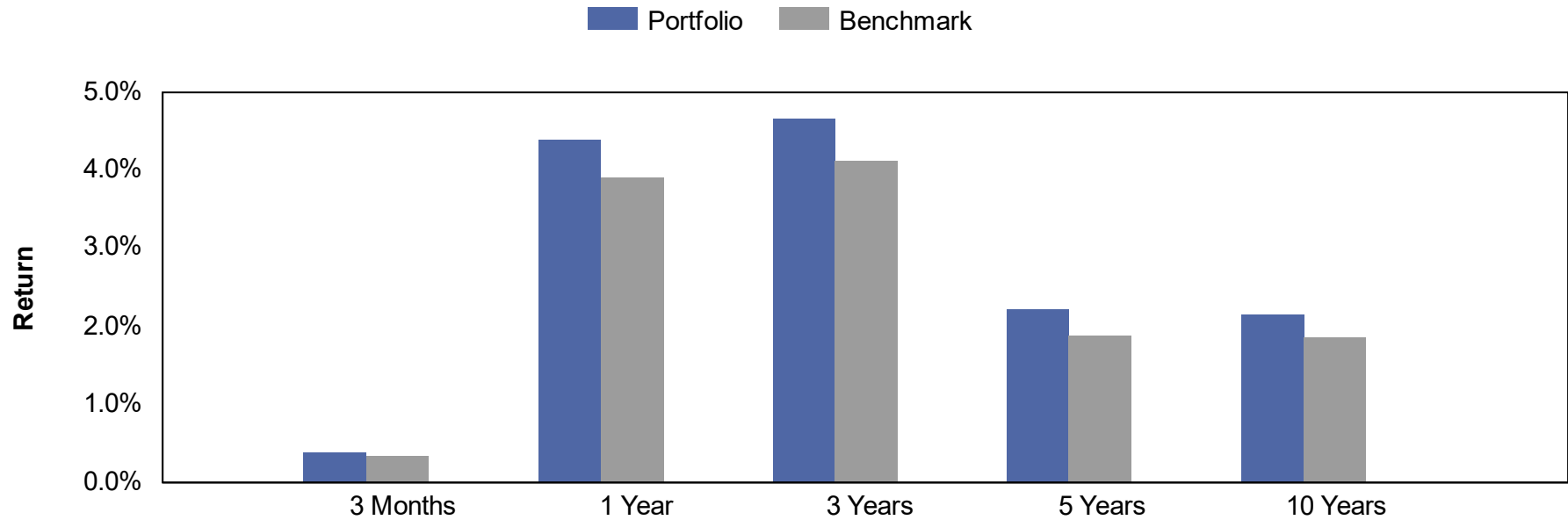
**Net Activity by Sector**  
 (\$ millions)



Sector	Net Activity
Corporate	\$1,135,404
U.S. Treasury	\$762,709
ABS	\$4,390
Agency CMO	(\$13,712)
Agency MBS Pass Through	(\$67,865)
Agency CMBS	(\$326,643)
<b>Total Net Activity</b>	<b>\$1,494,283</b>

Based on total proceeds (principal and accrued interest) of buys, sells, maturities, and principal paydowns. Detail may not add to total due to rounding.

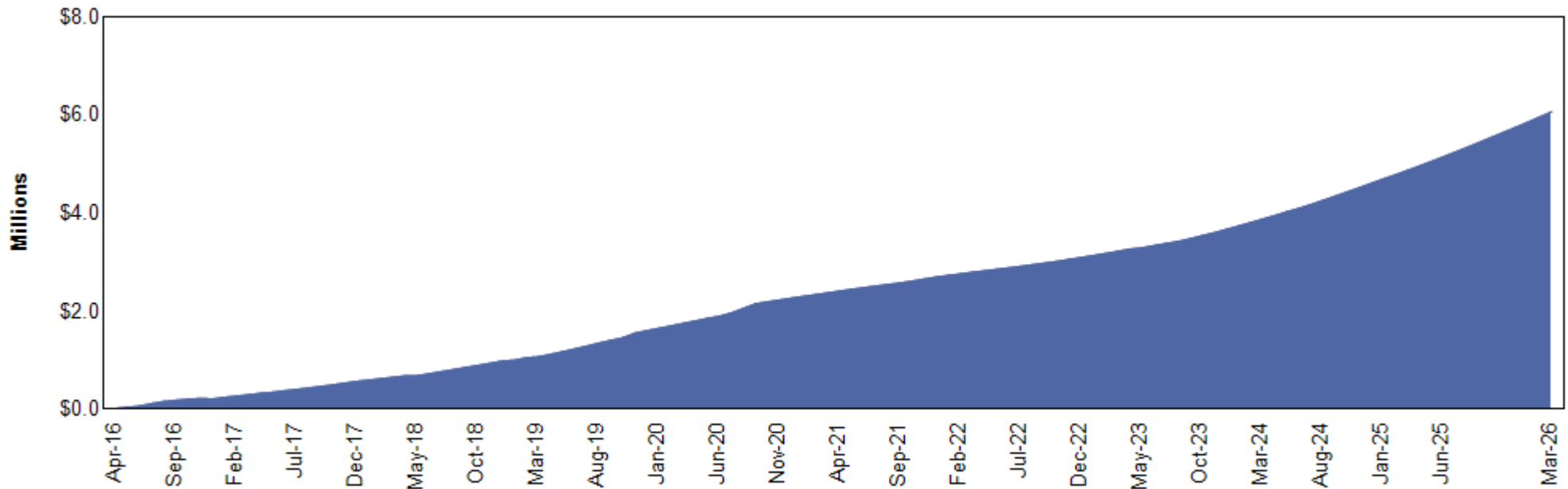
### Portfolio Performance - SamTrans Paratransit Funds



Market Value Basis Earnings	3 Months	1 Year	3 Years	5 Years	10 Years
Interest Earned <sup>2</sup>	\$289,279	\$1,093,570	\$2,679,153	\$3,532,423	\$5,757,983
Change in Market Value	(\$169,603)	\$220,735	\$1,314,145	(\$302,451)	\$209,460
<b>Total Dollar Return</b>	<b>\$119,676</b>	<b>\$1,314,305</b>	<b>\$3,993,298</b>	<b>\$3,229,972</b>	<b>\$5,967,443</b>
<b>Total Return<sup>3</sup></b>					
Portfolio	0.38%	4.40%	4.67%	2.21%	2.15%
Benchmark <sup>4</sup>	0.33%	3.91%	4.13%	1.88%	1.86%

1. The lesser of 10 years or since inception is shown. Since inception returns for periods one year or less are not shown. Performance inception date is March 31, 2015.  
 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.  
 3. Returns for periods one year or less are presented on a periodic basis. Returns for periods greater than one year are presented on an annualized basis.  
 4. The portfolio's benchmark is currently the ICE BofA 0-5 Year U.S Treasury Index. Prior to 6/30/16 it was 40% ICE BofA 1-3 U.S Treasury Index, 10% 1-3 High Grade Corporate Index, 40% ICE BofA 3-5 U.S Treasury Index, 10% ICE BofA 3-5 High Grade Corporate Index. Source: Bloomberg Financial LP.

### Accrual Basis Earnings - SamTrans Paratransit Funds



Accrual Basis Earnings	3 Months	1 Year	3 Years	5 Year	10 Year <sup>1</sup>
Interest Earned <sup>2</sup>	\$289,279	\$1,093,570	\$2,679,153	\$3,532,423	\$5,757,983
Realized Gains / (Losses) <sup>3</sup>	\$4,941	(\$4,314)	(\$71,516)	(\$33,037)	\$4,227
Change in Amortized Cost	\$25,033	\$111,040	\$242,201	\$194,902	\$309,040
<b>Total Earnings</b>	<b>\$319,253</b>	<b>\$1,200,295</b>	<b>\$2,849,837</b>	<b>\$3,694,289</b>	<b>\$6,071,250</b>

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 2. Interest earned calculated as the ending accrued interest less beginning accrued interest, plus net interest activity.  
 3. Realized gains / (losses) are shown on an amortized cost basis.

## Important Disclosures

This material is for general information purposes only and is not intended to provide specific advice or a specific recommendation, as it was prepared without regard to any specific objectives or financial circumstances.

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It is not possible to invest directly in an index. The index returns shown throughout this material do not represent the results of actual trading of investor assets. Third-party providers maintain the indices shown and calculate the index levels and performance shown or discussed. Index returns do not reflect payment of any sales charges or fees an investor would pay to purchase the securities they represent. The imposition of these fees and charges would cause investment performance to be lower than the performance shown.

The views expressed within this material constitute the perspective and judgment of PFMAM at the time of distribution and are subject to change. Any forecast, projection, or prediction of the market, the economy, economic trends, and equity or fixed-income markets are based upon certain assumptions and current opinion as of the date of issue and are also subject to change. Some, but not all assumptions are noted in the report. Assumptions may or may not be proven correct as actual events occur, and results may depend on events outside of your or our control. Changes in assumptions may have a material effect on results. Opinions and data presented are not necessarily indicative of future events or expected performance.

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- Generally, PFMAM's market prices are derived from closing bid prices as of the last business day of the month as supplied by ICE Data Services. There may be differences in the values shown for investments due to accrued but uncollected income and the use of differing valuation sources and methods. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFMAM believes the prices to be reliable, the values of the securities may not represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for a registered investment company or local government investment program is contained in the appropriate fund offering documentation or information statement.
- In accordance with generally accepted accounting principles, information is presented on a trade date basis; forward settling purchases are included in the monthly balances, and forward settling sales are excluded.
- Performance is presented in accordance with the CFA Institute's Global Investment Performance Standards (GIPS). Unless otherwise noted, performance is shown gross of fees. Quarterly returns are presented on an unannualized basis. Returns for periods greater than one year are presented on an annualized basis. **Past performance is not indicative of future returns.**
- ICE Bank of America Indices provided by Bloomberg Financial Markets.
- Money market fund/cash balances are included in performance and duration computations.
- Standard & Poor's is the source of the credit ratings. Distribution of credit rating is exclusive of money market fund/LGIP holdings.
- Callable securities in the portfolio are included in the maturity distribution analysis to their stated maturity date, although, they may be called prior to maturity.
- MBS maturities are represented by expected average life.

## Glossary

- **Accrued Interest:** Interest that is due on a bond or other fixed income security since the last interest payment was made.
- **Agencies:** Federal agency securities and/or Government-sponsored enterprises.
- **Amortized Cost:** The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short-term securities (those with less than one year to maturity at time of issuance) is amortized on a straight line basis. Such discount or premium with respect to longer-term securities is amortized using the constant yield basis.
- **Asset-Backed Security:** A financial instrument collateralized by an underlying pool of assets – usually ones that generate a cash flow from debt, such as loans, leases, credit card balances, and receivables.
- **Bankers' Acceptance:** A draft or bill of exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill as well as the insurer.
- **Commercial Paper:** An unsecured obligation issued by a corporation or bank to finance its short-term credit needs, such as accounts receivable and inventory.
- **Contribution to Total Return:** The weight of each individual security multiplied by its return, then summed for each sector to determine how much each sector added or subtracted from the overall portfolio performance.
- **Effective Duration:** A measure of the sensitivity of a security's price to a change in interest rates, stated in years.
- **Effective Yield:** The total yield an investor receives in relation to the nominal yield or coupon of a bond. Effective yield takes into account the power of compounding on investment returns, while nominal yield does not.
- **FDIC:** Federal Deposit Insurance Corporation. A federal agency that insures bank deposits to a specified amount.
- **Interest Rate:** Interest per year divided by principal amount and expressed as a percentage.
- **Market Value:** The value that would be received or paid for an investment in an orderly transaction between market participants at the measurement date.
- **Maturity:** The date upon which the principal or stated value of an investment becomes due and payable.
- **Negotiable Certificates of Deposit:** A CD with a very large denomination, usually \$1 million or more, that can be traded in secondary markets.
- **Par Value:** The nominal dollar face amount of a security.
- **Pass-through Security:** A security representing pooled debt obligations that passes income from debtors to its shareholders. The most common type is the mortgage-backed security.

## Glossary

- Repurchase Agreements: A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date.
- Settle Date: The date on which the transaction is settled and monies/securities are exchanged. If the settle date of the transaction (i.e., coupon payments and maturity proceeds) occurs on a non-business day, the funds are exchanged on the next business day.
- Supranational: A multinational union or association in which member countries cede authority and sovereignty on at least some internal matters to the group, whose decisions are binding on its members.
- Trade Date: The date on which the transaction occurred; however, the final consummation of the security transaction and payment has not yet taken place.
- Unsettled Trade: A trade which has been executed; however, the final consummation of the security transaction and payment has not yet taken place.
- U.S. Treasury: The department of the U.S. government that issues Treasury securities.
- Yield: The rate of return based on the current market value, the annual interest receipts, maturity value, and the time period remaining until maturity, stated as a percentage on an annualized basis.
- YTM at Cost: The yield to maturity at cost is the expected rate of return based on the original cost, the annual interest receipts, maturity value, and the time period from purchase date to maturity, stated as a percentage on an annualized basis.
- YTM at Market: The yield to maturity at market is the rate of return based on the current market value, the annual interest receipts, maturity value, and the time period remaining until maturity, stated as a percentage on an annualized basis.

5/4/2026: Corrected an administrative error in the total not-to-exceed amount

**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 Cooperative Purchasing Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery of 26 Model Year 2026 Driverge 350EL Paratransit Vans for a Total Not-To-Exceed Amount of ~~\$3,306,586~~ \$3,360,266, and Authorizing Disposition of 26 Paratransit Cutaway and Minivan Vehicles from Model Years 2017, 2018, and 2020**

**Action**

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

1. Award a cooperative purchasing contract to A-Z Bus Sales, Inc. of Colton, California (A-Z Bus Sales) for the purchase of 26 model year 2026 Driverge 350EL Paratransit Vans (Paratransit Vans) for a not-to-exceed amount of ~~\$3,306,586~~ \$3,360,266 at fixed unit prices including fees, taxes and delivery, contingent upon completion of a Pre-Award Buy America Audit.
2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with A-Z Bus Sales in full conformity with the terms and conditions of the California Association for Coordinated Transportation's (CALACT) competitively bid cooperative purchasing contract, and in a form approved by legal counsel, contingent upon the completion of a Pre-Award Buy America Audit.
3. Authorize the General Manager/CEO or designee to dispose of 26 vehicles, consisting of nine model year 2017 and three model year 2018 El Dorado AeroTech paratransit cutaway vans and 14 model year 2020 Braun paratransit minivans (End of Life Vehicles), in accordance with the District's Procurement Policy once the model year 2026 Paratransit Vans are delivered and placed in service.

**Significance**

Award of this contract will allow the District to replace current paratransit vehicles that have reached or passed the end of their useful lives. Purchase of the Paratransit Vans will ensure

continued, reliable service to paratransit customers by replacing older vehicles that are operationally challenging to utilize and costly to maintain.

The proposed purchase continues the District's transition from cutaway and minivan paratransit vehicles to transit vans, which provide a smoother ride than cutaways and spacious passenger areas. Each of the Paratransit Vans is configured with seven seats and two wheelchair spaces.

The Advanced Clean Fleets (ACF) regulation, adopted by the California Air Resources Board, applies to the purchase of vehicles with a Gross Vehicle Weight Rating (GVWR) of 14,000 pounds or less, which are smaller than SamTrans fixed-route buses. As the Paratransit Vans have a GVWR of 10,360 pounds, this purchase is subject to the ACF regulation, which requires the District to purchase zero-emission vehicles starting in 2030. Though the vehicles proposed for purchase are gas-powered, staff continues to consider purchasing zero-emission vehicles whenever operationally and fiscally feasible.

Staff is proposing the purchase of the gasoline-powered Paratransit Vans through CALACT for reasons including, but not limited to, the following:

- Staff identified that the best electric-powered option for the District would be the Ford E-Transit van. However, current models of this van can only run up to an advertised 150 miles per charge, which does not meet the District's driving demands.
- The District currently lacks sufficient infrastructure for on-demand charging, making use of electric paratransit vehicles infeasible at this time.
- The CALACT contract price for the proposed Paratransit Vans is lower compared to the zero-emission models. Fully loaded gas-powered vans, modified to meet District specifications, are priced at about \$130,000 each (plus fees and tax), while fully loaded electric paratransit vans are \$250,000 each, and fully loaded electric cutaways are \$378,000 each.
- The CALACT contract offers a 113 kilowatt-hour (kWh) paratransit cutaway electric vehicle starting at a \$255,252 base price, with an upcharge for additional battery capacity. Increasing battery capacity to 226 kWh battery capacity for the District to achieve its needed 200-mile range would cost an additional \$65,000, for a new net total of \$320,252 for the base vehicle. Adding other District specifications, fees and taxes could increase the cost to as much as \$378,000 per electric paratransit cutaway.

With Board approval of the staff recommendation, the District's End-of-Life Vehicles will be scheduled for appropriate disposal once the Paratransit Vans are delivered and placed in service. The District routinely disposes of rolling stock (e.g., minivans, cutaways, and heavy-duty buses) that have reached the end of their useful lives. Disposition of the End-of-Life Vehicles will be carried out in full compliance with the District's Procurement Policy and applicable

Federal Transit Administration (FTA) regulations. The District's Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

### **Budget Impact**

A total of \$5,483,970 for purchase of 12 Paratransit Cutaways and 14 Gasoline Low-Floor Paratransit Minivans was budgeted by the Board in Fiscal Year 2025, utilizing a mix of FTA grant funds and District funds, including Measure W sales tax revenues.

### **Background**

The District follows FTA and Metropolitan Transportation Commission (MTC) rolling stock replacement guidelines to maintain a state of good repair and to document compliance with eligibility requirements tied to federal and regional funding. The End-of-Life Vehicles have reached and/or exceeded their established useful lives. Retaining them in service increases maintenance and reliability risks, and could undermine the District's ability to demonstrate adherence to replacement-cycle expectations that support current and future grant funding and audits.

The District has an established practice of procuring paratransit vehicles from qualified firms through CALACT cooperative contracts, which meet FTA funding requirements and District competitive procurement requirements. CALACT ensures awarded vendors specialize in the manufacture and delivery of customizable paratransit fleet vehicles that are modified to agency specifications and capabilities. This is essential because the District utilizes "build-to-spec" modifications to respond to Redi-Wheels passengers' preferences and needs. In addition, CALACT's participating dealers and Original Equipment Manufacturers (OEMs) have been prequalified based on their demonstrated ability to provide compliant vehicles, including Altoona-tested<sup>1</sup> models that comply with federal Buy America rules and other federal requirements. CALACT dealers/OEMs also are positioned to secure Altoona exemptions for commercial fleets to support the District's paratransit vehicles, when appropriate. As stated above, staff thoroughly reviewed CALACT's options for electric paratransit vehicles and determined that there is no viable electric vehicle available for purchase and use by the District at this time.

CALACT cooperative contract #20-01 was bid under full and open competition and staff found the prices to be fair and reasonable. However, to ensure competitiveness and respond to prior Board inquiries, staff conducted updated market research and analysis to evaluate whether local dealerships could provide the required Paratransit Vans. Staff contacted five dealerships within San Mateo County; only one responded. The responding dealer stated it could provide the required quantity of Paratransit Vans and that it offers vehicle customization services; however, it may not be able to comply with the extensive audit and record-keeping/production requirements of the federal Buy America regulations. In sum, the District's outreach revealed

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<sup>1</sup> "Altoona testing" refers to the Federal Transit Administration's bus testing program located in Altoona, Pennsylvania.

that competition is quite limited among local dealerships, and there is no certainty that any local firms are capable of (1) qualifying as a source for the required Paratransit Vans, (2) performing vehicle customization services, and (3) adhering to the Altoona testing protocols and Buy America audit procedures essential for FTA grant eligibility.

Even if the market were more likely to meet the District's needs for Paratransit Vans through a separate solicitation, doing so would: (1) delay the replacement of aging paratransit vehicles, thereby increasing maintenance and operating costs; (2) increase procurement costs, particularly given the current annual Producer Price Index of 4 percent; (3) hinder the District's compliance with MTC and FTA fleet replacement schedules; (4) jeopardize the District's ability to expend grant funds in a timely manner; and (5) divert staff resources from other procurements that are less suitable for cooperative contracting. Based on this analysis, staff concluded that issuing a formal solicitation for the Paratransit Vans would not be in the District's best interest. Staff will continue to assess market conditions and vendor availability to inform future procurement strategies.

Prepared By:	Stacey Routt	Procurement Administrator II	650-508-7727
	Natalie Chi Rasmussen	Project Manager, Bus Maintenance	650-508-6418

5/4/2026: Corrected an administrative error in the total not-to-exceed amount

**Resolution No. 2026-**

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

\* \* \*

**Awarding a Cooperative Purchasing Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery of 26 Model Year 2026 Driverge 350EL Paratransit Vans for a Total Not-To-Exceed Amount of ~~\$3,306,586~~ \$3,360,266, and Authorizing Disposition of 26 Paratransit Cutaway and Minivan Vehicles from Model Years 2017, 2018, and 2020**

**Whereas**, the San Mateo County Transit District (District) provides paratransit services to San Mateo County residents through its paratransit service program known as Redi-Wheels as required by the Americans with Disabilities Act of 1990; and

**Whereas**, nine model year 2017 and three model year 2018 El Dorado AeroTech paratransit cutaway vans and 14 model year 2020 Braun paratransit minivans have reached the end of their useful lives and are due for replacement in accordance with Federal Transit Administration and Metropolitan Transportation Commission replacement schedules; and

**Whereas**, pursuant to California Public Contract Code Section 10298, the District may procure items through the cooperative purchasing contract offered by the California Association for Coordinated Transportation (CALACT), which makes available to public agencies numerous vehicles from approved vendors that have been selected through a competitive bidding process; and

**Whereas**, the CALACT cooperative purchasing contract was bid under full and open competition and meets the District's competitive bidding requirements; and

**Whereas**, staff conducted a price analysis and determined the prices to be fair and reasonable; and

5/4/2026: Corrected an administrative error in the total not-to-exceed amount

**Whereas**, staff recommends that the District's Board of Directors (Board) award a contract to A-Z Bus Sales, Inc. of Colton, California (A-Z Bus Sales) for the purchase of 26 model year 2026 Drivege 350EL paratransit vans (Paratransit Vans) for a not-to-exceed amount of ~~\$3,306,586~~ \$3,360,266 at fixed unit prices, including applicable charges for, taxes and delivery, contingent upon completion of a Pre-Award Buy America Audit; and

**Whereas**, staff further recommends that the Board authorize disposal of 26 model year 2017, 2018, and 2022 paratransit vans in accordance with the District's Procurement Policy once the model year 2026 paratransit vans are delivered and placed in service.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District awards a cooperative purchasing contract through the California Association for Coordinated Transportation program to A-Z Bus Sales, Inc. for the purchase and delivery of 26 model year 2026 Drivege 350EL Paratransit Vans for a not-to-exceed amount of ~~\$3,306,586~~ \$3,360,266 at fixed unit prices including fees, taxes and delivery, contingent upon completion of a Pre-Award Buy America Audit; 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 A-Z Bus Sales in full conformity with the terms and conditions of CALACT's competitively bid cooperative purchasing contract, and in a form approved by legal counsel; and

**Be It Further Resolved** that the Board authorizes the General Manager/CEO or designee to dispose of 26 vehicles, consisting of nine model year 2017 and three model year 2018 El Dorado AeroTech paratransit cutaway vans, and 14 model year 2020 Braun paratransit

5/4/2026: Corrected an administrative error in the total not-to-exceed amount

minivans, in accordance with the District's Procurement Policy once the model year 2026 paratransit vehicles are delivered and placed in service.

Regularly passed and adopted this 6<sup>th</sup> day of May, 2026, by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

# Proclamation

## Honoring Asian American and Pacific Islander Heritage Month

**Whereas**, the San Mateo County Transit District (District) pays tribute to the many contributions of generations of Asian Americans and Pacific Islanders (AAPI) who have enriched the history of the United States; and

**Whereas**, the AAPI community helped develop our nation in countless ways, including those who are recognized, unrecognized, and unrecorded; and

**Whereas**, the District believes every person has the freedom to feel valued and respected and condemns racism in rhetoric and in action; and

**Whereas**, the AAPI community is an inherently diverse population, comprised of more than 45 different ethnicities and more than 100 languages; and

**Whereas**, the month of May was selected for Asian American and Pacific Islander Heritage Month because the first Japanese immigrants arrived in the United States on May 7, 1843, and the first transcontinental railroad was completed on May 10, 1869, with substantial contributions from Chinese immigrants; and

**Whereas**, bus survey results show that Asian Americans and Pacific Islanders make up 36 percent of SamTrans' ridership; and

**Whereas**, the District will celebrate Asian American and Pacific Islander heritage, on social media during the month of May; and

**Now, Therefore**, the San Mateo County Transit District Board of Directors does hereby recognize May as Asian American and Pacific Islander Heritage Month and celebrates the immense contributions that Asian Americans and Pacific Islanders have made in San Mateo County and the United States.

Regularly passed and adopted this 6<sup>th</sup> day of May, 2026.



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Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2026

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

APRIL CHAN  
 GENERAL MANAGER/CEO



## Memorandum

**Date:** April 29, 2026  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** Report of the General Manager/CEO

**SamTrans fixed-route bus** ridership recovery comparison table (RRCT) is not available due to incomplete data during the region’s ongoing transition to Next Generation Clipper. Once the issues are resolved, the RRCT will be updated for December 2025 onward and incorporated into future reports.

### **Bus Operator Staffing**

	<u>Approved Full Time Equivalents (FTEs)</u>	<u>Trainees</u>	<u>No. Bus Operators*</u>
Bus Operators	350	0	355

\*Includes employees on long-term leave

### **Miles Between Preventable Accidents**

The following table illustrates the miles between accidents performance by mode and location for the month of March 2026. While accidents are defined as any event that involves any of the following: fatality, serious injury, collision of a San Mateo County Transit District (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>March 2026</u>			<u>Year-to-Date (YTD)</u>
	<u>Total Miles</u>	<u>Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>
North Base	387,128	3	129,043	70,278
South Base	243,769	3	81,256	50,969
Trainee In-service	0	0	No miles or accidents	34,120
CUB	243,988	5	48,798	52,145
<b>Fixed Route Total</b>	<b>874,885</b>	<b>11</b>	<b>79,535</b>	<b>55,773</b>
ADA	185,103	5	37,021	76,419
Micro Transit	17,947	0	No accidents	39,326

**Safety Updates**

The safety campaign for April and May, selected by the Safety Operations (SOS) Committee, is Safely Servicing Bus Stops. The campaign reminds operators to be aware of hazards when approaching, servicing, and exiting bus stops, including fixed objects and passengers. On April 6, the Safety team visited the bases and conducted a safety stand-down, setting up a temporary bus stop for operators to practice servicing stops safely.

On April 23, the Safety team conducted a full-scale exercise (FSE) by creating a simulated bus hijacking/hostage situation for the San Mateo County (SMC) Sheriff’s Office and their Special Weapons and Tactics (SWAT) Team. Safety coordinated with Bus Operations, Communications, Government Affairs, and others. The exercise tested radio communications, cross-department coordination, and response with outside agencies.

With the expansion of the zero-emission fleet and high-voltage battery electric buses, Safety has partnered with Maintenance to acquire five new automated external defibrillator (AED) machines, distributed to both North and South bases for cardiac emergencies. Before the new AEDs, we had a total of four, bringing the current total to nine. Maintenance and Training have also begun additional Red Cross first aid training to support AED use.

**Regional Issues:**

**Senate Bill (SB) 63 Financial Efficiency Review Update**

Senate Bill (SB) 63 requires Peninsula Corridor Joint Powers Board (Caltrain), Bay Area Rapid Transit District (BART), and San Francisco Municipal Transportation Agency (SFMTA), to participate in a Financial Efficiency Review and independent oversight as part of the law’s

accountability measures even ahead of a regional funding measure going before by voters in November 2026. Metropolitan Transportation Commission (MTC) and its consultant completed the Phase One review for the four agencies, and the Independent Oversight Committee—made up of independent experts, transit board members, including a San Mateo County representative (Director Jeff Gee) for Caltrain, and an MTC commissioner—met on April 17 to review the draft report and provide initial feedback.

The report highlighted steps the agencies took to improve efficiency and identified more than \$1 billion in operating cost savings since Fiscal Year (FY) 2020, while also identifying additional opportunities to support long-term financial stability. The consultant will revise the report after committee feedback and will produce a final report.

### **Grand Boulevard Initiative Update – May 2026**

The District is leading the Grand Boulevard Initiative (GBI), which is a collaboration in San Mateo County between 15 local jurisdictions, four countywide agencies, and California State Department of Transportation (Caltrans). The project aims to make El Camino Real (State Route 82) a safer and more comfortable place to walk, bike, and take transit by installing streetscape improvements along the corridor.

Over the past year and a half, GBI convened a Task Force and Working Group comprised of staff representing the cities and various agencies and organizations along the corridor in a series of workshops. These groups provide direction on corridor-wide challenges and needs, potential solutions, public and stakeholder engagement, and the vision for the corridor. The culmination of these workshops was the development of the GBI Action Plan, which was adopted by the District and San Mateo County Transit Authority (SMCTA) Board of Directors in January 2026.

The District is sponsoring the first phase of the Caltrans development process to make streetscape improvements on El Camino in San Mateo County. The first step of the process is the Project Initiation Document (PID), and a cooperative agreement was executed by the District and Caltrans in April 2026 to begin the PID. In parallel, the District released a request for proposal (RFP) in January 2026 for a consultant to support the District in completing the PID phase. After a competitive process, a \$2.2 million contract was awarded to STV Incorporated (STV), and a Notice to Proceed was issued in April 2026. The latest Task Force Meeting occurred on April 21, 2026, and included an introduction to the PID and next steps in alternative development.

### **Bay Area Transit Policy for Roadways**

In February 2026, Caltrans released its Directors Policy on Transit (DP-40). The Caltrans Director's Transit Policy serves as the high-level guide that outlines the Department's commitment to supporting public transit on the State Highway System. The policy encourages flexible, context-sensitive solutions to better connect and improve transit options for people of all ages and abilities. Where feasible, Caltrans will integrate public transit features within highway projects to strengthen transit networks across the state. To put the policy into action, Caltrans is also developing an implementation plan with specific steps and strategies. This plan

will be informed by input from partners and stakeholders and is expected to be released in Fall 2026.

In January 2026, MTC adopted a new Bay Area Transit Priority Policy for Roadways. MTC adopted this Policy to enhance the transit rider experience by supporting implementation of transit priority infrastructure and policies that improve transit travel times and reliability. In particular, the Policy encourages transit agencies and roadway owners like cities to work together to minimize unintended impacts to transit and add transit-supportive design elements to roadway projects.

### **Regional Mapping and Wayfinding Project (RMWP)**

In February, the MTC Regional Network Manager (RNM) Council formally approved the Network Identity Design Guidelines and the Transit Stop Signage Design Guidelines. These documents establish a consistent signage program intended to provide predictable transit information for passengers across all Bay Area transit operators. As the Regional Mapping and Wayfinding Project (RMWP) enters its next phase, the team will pilot the new signage at the Millbrae and Palo Alto transit centers as well as seven other regional locations. Staff from the District and Caltrain are collaborating with the RMWP team to finalize specific site plans during a review process this summer. The project team expects to implement these pilot sites by the Spring or Summer of 2027.

### **Clipper Update**

Clipper 2.0 Transition: MTC and its contractor Cubic Transportation Systems continue work on the Clipper Next Generation transition. Approximately 1.5 million of roughly 15 million accounts have migrated to the new platform, while broader bulk migration of remaining accounts has not yet commenced. Before any full migration proceeds, continued system stabilization and resolution of key operational, financial, and reporting issues remain necessary. While progress has been made on certain defects, agencies continue to experience service interruptions, account issues, and other system performance challenges that require ongoing remediation.

Financial settlement, ridership reporting, and data accuracy remain significant focus areas. Operators have identified variances between Clipper reporting outputs and deposited fare revenues. In addition, unresolved ridership data issues have impacted the reliability of reporting outputs, resulting in some agencies pausing public publication of ridership information pending validation.

District staff from Finance, Operations, and Planning are actively engaged with MTC and Cubic Transportation Systems to determine root causes, confirm accurate revenue allocation, restore confidence in ridership reporting, and ensure financial and operational data can be independently reconciled and supported for audit and public reporting purposes.

Clipper BayPass: In March 2026, the Regional Network Management Council at MTC approved proposed changes to the participation agreement between MTC and transit operators participating in the Clipper BayPass Pilot Program. Highlights of the proposed changes include

extending the Phase 2 Pilot to operate until December 31, 2030, reflect existing eligible discounts to operator reimbursements, scale administrative costs, and simplify the contracting process by offering a single Clipper BayPass contract between individual operators and MTC. Next steps include MTC routing the revised participation agreement to the District for approval. No Board action is required, since the Clipper BayPass Program was previously adopted into SamTrans' Fare Structure in 2024.

### **Employee of the Month (EOM) Recognitions, March 2026**

Bus Operator EOM for North Base is **Himanshu**. This is Himanshu's first EOM Award during his first and one-half years of service with the District. Himanshu is also our **2025 Roadeo Winner**, and he will be representing SamTrans at the International Roadeo competition in Salt Lake City in May.

Bus Operator EOM for South Base is **Emilio Alafritz**. This is Emilio's first EOM Award during his seven years of service with the District.

Bus Maintenance EOM for North Base is Lead Utility Worker **Karl Obligacion**. This is Karl's second EOM Award during his eight and a half years of service with the District.

Bus Maintenance EOM for South Base is Storeskeeper **Vincent Jones**. This is Vincent's fourteenth EOM Award during his nearly twenty-seven years of service with the District.

### **Communications and Marketing**

#### **Press Releases/Blogs/Podcasts:**

- Artificial Intelligence (AI) dash camera to enhance safety
- Help inform transit decisions - apply to the Citizens Advisory Committee (CAC)
- Quick survey to help guide future transit improvements
- How SamTrans is improving safety for riders and employees
- Maintenance employee and operator of the year
- SamTrans moves into next phase of Bus Stop Improvement Program (BSIP)

#### **Article Mentions:**

- Cams
  - MSN, Coastside News, San Mateo Daily Journal, Kurrent, KRON4, Passenger Transport (APTA)

- SamTrans, Caltrain clash over governance
  - NewsBreak, RWC Pulse, The Almanac, San Mateo Daily Journal
- 50th anniversary
  - NewsBreak
- El Camino Real public feedback request
  - NewsBreak
- Survey for future transit
  - NewsBreak
- Heatwave - take transit to the beach
  - KQED
- Getting across the Bay without BART
  - KQED
- Reimagine Dumbarton
  - Palo Alto Online
- SilverRide partnering with MV Transportation
  - Mass Transit Mag, SmartCitiesWorld,
- Ridership increases
  - KTVU
- Connect Bay Area
  - Walnut Creek Journal

## Digital Marketing Report

- Launched a high-frequency Connect Bay Area campaign in March to drive survey participation for the SB 63 Local Investment Plan; outreach will continue through April.
- Promoted a SamTrans website survey throughout March to gather user feedback and inform future improvements.
- Recognized Women’s History Month with social content highlighting female operators and staff through photos and video interviews.
- Integrated Transit Employee Appreciation Day into the 50th anniversary campaign with a historical employee slideshow and post-event recap.
- Announced the Operator of the Year and Bus Maintenance Employee of the Year at the March Board meeting, supported by video profiles for both honorees.
- Partnered with BART and Caltrain at BART Mart to promote the upcoming 50th anniversary celebration in September.

## Other Digital Marketing Highlights

- SamTrans 50th Anniversary Campaign
- Weekday ECR 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 our content (post, webpage, Instagram (IG) photo) is seen in a user’s feed or browser. Engagement is any action taken, such as a click, like, retweet or comment.

MARCH 2026	MARCH 2025
Impressions: 553,091	Impressions: 205,455
Engagements: 7,350	Engagements: 11,762
Post Link Clicks: 2,339	Post Link Clicks: 2,677

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

### **Effortless Travel Campaign Transition to 50th Anniversary**

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.

- **50th Anniversary Ads Running**

- Ads across the AdTaxi spectrum are now running 50th anniversary ads with retro photos.

### **Marketing Look Ahead**

- SamTrans 50th Anniversary Music Contest launched April 17 and will run through mid-June, including a press release and targeted advertising.
- Anti-human trafficking ads are in the print phase for placement in time for Fédération Internationale de Football Association (FIFA) this summer.
- Physical 50th Anniversary ads are in the design and print phase and will be placed concurrently with the anti-human trafficking bus shelter ads.

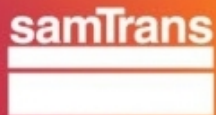
# 2026 ART TAKES A BUS RIDE WINNERS

TIME TRAVELERS TAKE THE BUS:

**50**

YEARS IN

***MOTION***



TIME TRAVELERS  
TAKE THE BUS:

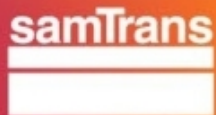
50

1996

YEARS IN  
**MOTION**

1976

1986



## 2026 ART TAKES A BUS RIDE WINNERS



Lily L., 1<sup>st</sup> Grade  
Encinal Elementary School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2018

2026

Item #6.b.  
5/6/2026



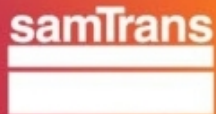
TIME TRAVELERS  
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1976



1986

## 2026 ART TAKES A BUS RIDE WINNERS



Blair F., 3<sup>rd</sup> Grade  
Encinal Elementary School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Item #6.b.  
5/6/2026

2006

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2026



TIME TRAVELERS  
TAKE THE BUS:

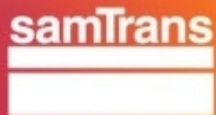
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1996

YEARS IN  
MOTION

1976

1986



# 2026 ART TAKES A BUS RIDE WINNERS



Luca S., 4<sup>th</sup> Grade  
Encinal Elementary School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2016

2026



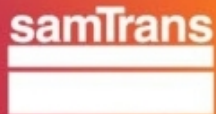
TIME TRAVELERS  
TAKE THE BUS:

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YEARS IN  
**MOTION**

1996

1976



1986

## 2026 ART TAKES A BUS RIDE WINNERS



Emma L., 5<sup>th</sup> Grade  
Encinahl Elementary School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2016

2026

Item #6.b.  
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TAKE THE BUS:

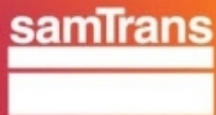
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1996

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1986



## 2026 ART TAKES A BUS RIDE WINNERS



Rilynne V., 6<sup>th</sup> Grade  
Holy Angels Elementary School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2018

2026

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5/6/2026



TIME TRAVELERS  
TAKE THE BUS:

**50**  
YEARS IN  
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1996

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1986



## 2026 ART TAKES A BUS RIDE WINNERS



Cynthia C., 7<sup>th</sup> Grade  
Nesbit Elementary School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2018

2026



TIME TRAVELERS  
TAKE THE BUS:

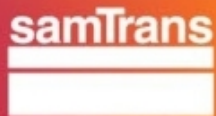
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**MOTION**

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## 2026 ART TAKES A BUS RIDE WINNERS



Emma W., 8<sup>th</sup> Grade  
Abbott Middle School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2016

2026



TIME TRAVELERS  
TAKE THE BUS:

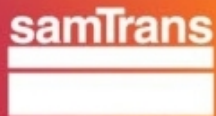
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YEARS IN  
**MOTION**

1976

1986



## 2026 ART TAKES A BUS RIDE WINNERS



Mi N., 9<sup>th</sup> Grade  
Aragon High School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

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2026

Item #6.b.  
5/6/2026



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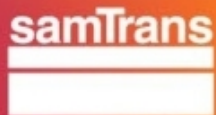
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## 2026 ART TAKES A BUS RIDE WINNERS



Mael D., 10<sup>th</sup> Grade  
Design Tech High School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

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2026

Item #6.b.  
5/6/2026



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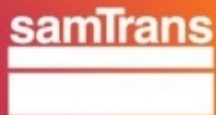
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## 2026 ART TAKES A BUS RIDE WINNERS



A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2016

2026

Archbishop Riordan High School  
Mikaela V., 11<sup>th</sup> Grade

Item #6.b.  
5/6/2026



TIME TRAVELERS  
TAKE THE BUS:

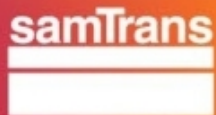
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**MOTION**

1976

1986



## 2026 ART TAKES A BUS RIDE WINNERS



Noah A., 11<sup>th</sup> Grade  
Jefferson High School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

Item #6.b.  
5/6/2026

2006

2016

2026



TIME TRAVELERS  
TAKE THE BUS:

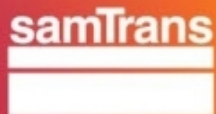
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1986



## 2026 ART TAKES A BUS RIDE WINNERS



Isaiah C., 12<sup>th</sup> Grade  
Hillsdale High School

A competition to encourage art in the classroom. Sponsored by SamTrans and the San Mateo County Office of Education.

2006

2018

2026

Item #6.b.  
5/6/2026



BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR  
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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)

May 6, 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 on April 1, 2026 | Motion        |
| 8.c. | Accessible Services Update  | Informational |
| 8.d. | Proclamation Honoring Older Americans Month                                       | Motion        |
| 8.e. | Citizens Advisory Committee Update  | Informational |

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.

Revised 5/5/2026 at 2:00pm: Item 8.e. Report Added

- |      |  |               |
|------|--|---------------|
| 8.f. | Appointments to the Community Advisory Committee   | Motion        |
|      | <ul style="list-style-type: none"><li>• Aurelio Huizar, Representing Bus Riders for a Term Ending April 30, 2029</li><li>• Kathleen Rubens, Representing Bus Riders for a Term Ending April 30, 2029</li><li>• Michael Auerbach, Representing Community for a Term Ending April 30, 2029</li><li>• Jedidiah Koon, Representing Multimodal Riders for a Term Ending April 30, 2029</li></ul> And Reappointments to the Community Advisory Committee |               |
|      | <ul style="list-style-type: none"><li>• Ben Mangiafico, Representing Community for a Term Ending April 30, 2027</li><li>• Alex Madrid, Representing Multimodal Riders for a Term Ending April 30, 2029</li></ul>   |               |
| 8.g. | Paratransit Advisory Council Update  | Informational |
| 8.h. | Monthly State of Service Report - March 2026   | Informational |
| 8.i. | Adjourn  |               |

Note:

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- 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 April 1, 2026**

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

**Members Absent:** None

**Other Board Members Present Constituting Committee of the Whole:** David J. Canepa (arrived 2:39 pm), Marie Chuang, Brooks Esser, Marina Fraser, Josh Powell

**Other Board Members Absent:** Jackie Speier

**Staff Present:** J. Cassman, A. Chan, T. Dubost, L. Lumina-Hsu, A. Rivas, M. Tseng

**9.a. Call to Order**

Committee Chair Ratto called the meeting to order at 2:38 pm.

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

Motion/Second: Medina/Esser

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

Noes: None

Absent: Canepa, Speier

**9.c. Accessible Services Update**

Tina Dubost, Manager, Accessible Transit Services, stated Paratransit Advisory Council (PAC) members received presentations on Connect Bay Area Local (Senate Bill (SB) 63) Investment Plan, Dumbarton Expressway, and Caltrain's proposed quiet car.

*Director Canepa joined the meeting at 2:39pm.*

**9.d. Citizens Advisory Committee Update**

Dylan Finch, CAC Chair, stated the CAC received presentations on Title VI updates and SB 63 local investment plan; provided feedback for a fare-free pilot program to drive ridership and allocate funds to other bus-related projects; and commented on transit schedules and bus bunching on ECR, related to the Burlingame detour.

**9.e. Paratransit Advisory Council Update**

Ben McMullan, PAC Chair, stated the PAC provided feedback on possible priorities for SB 63 and to continue at the next PAC meeting.

**9.f. Monthly State of Service Report | January 2026 and February 2026**

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

- Incomplete Clipper data; weekday ridership decreased by 12.3 percent and monthly ridership decreased by 11.4 percent year-over-year
- 21.3 percent growth in microtransit ridership; 2 percent increase for youth pass ridership
- Reincorporation of Clipper data once issues are resolved
- 82.4 percent on-time performance (OTP); 12 preventable accidents (1.5 accidents per 100,000 miles)
- Construction zone and changing traffic patterns safety campaign; preventative accident training, with 65 percent completion
- 49 service calls total; 38,000 miles between service calls for diesel fleet and 8,300 miles between service calls for zero-emission buses (ZEBs)
- 0.1 percent of schedules did not operate (DNO)

**9.g. Adjourn** – The meeting adjourned at 2:44 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 March 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 March 10, 2026, Meeting

**Members Present:** R. Agarwal, S. Capeloto, T. Dubost, M. Epstein, L. Vaserman

**Members on Zoom:** C. Santoni

**Members Absent:** D. Do, S. Lang, B. McMullan, K. Uhl

**Guests Present:** T. Coffey (Dignity Health, on Zoom), B. Garcia (MV Transportation), C. Lun (MV Transportation), K. Porter-Brown (SamTrans), K. Shanks (SamTrans, Zoom), L. Spicer (SamTrans, Zoom), M. Thomasmeyer (Nelson\Nygaard)

**1. Call to Order and Roll Call**

Tina Dubost called the meeting to order at 1:33pm.

PAC members and guests introduced themselves.

**2. Consent Calendar**

Larisa Vaserman made the motion to approve the minutes from the February 10, 2026, meeting. Tina Dubost seconded the motion. The motion passed.

**3. Public Comment for Items Not on the Agenda**

Larisa Vaserman shared her experience on a recent trip to Stanford Hospital where there are two addresses that caused confusion and resulted in poor communication from Dispatch.

- The MV Transportation team stated that they will review the geocode for the Stanford Hospital stop and will review the call Ms. Vaserman had with Dispatch.

Raj Agarwal stated that his trips have been on time. Mr. Agarwal also recalled a recent experience where Redi-Wheels came on the wrong day but had a good experience with staff who took care of it. Mr. Agarwal finished his comment with a request for an app for vehicle tracking and same-day service on weekends.

**4. PAC Committee Reports**

**4.a. Policy/Advocacy/Legislative (PAL) Report**

Legislative Issues

- Tina Dubost gave an update on the proposed sales tax measure to fund the region's transit agencies. Signatures are currently being collected to put the measure on the November ballot. SamTrans is currently leading discussions with community members to understand funding priorities should the measure be passed.

- Ms. Dubost also provided an update on SB 707, which updated the Ralph M. Brown Act that governs public meetings. SamTrans Legal determined the PAC to be an eligible body for hybrid meetings. The SamTrans Board is expected to vote during the April meeting, then the PAC will vote during its April meeting. Designation lasts for six months, though another vote may happen sooner so the PAC and the Citizens Advisory Committee can be on the same cycle.

There was also a discussion about the new SamTrans headquarters in Millbrae. SamTrans will be moving in mid-May, so the May PAC meeting will be the last meeting in the current building.

Ms. Dubost reminded the PAC that the agency will be celebrating its 50<sup>th</sup> anniversary in September.

#### **4.b. Redi-Wheels Policy Issues**

Tina Dubost provided an update on relevant industry news:

- The Federal Transit Administration recently ruled that riders may be required to show their physical pass when they board.
- Denver RTD has an optional program that allows paratransit riders to take a subsidized Uber, Lyft, or taxi ride. However, Uber and Lyft have minimum age requirements for passengers who ride solo.
- SEPTA in Philadelphia is using AI on its buses and trolleys to detect vehicles illegally parked in bus lanes, bus stops, and trolley zones.

Larisa Vaserman asked if SamTrans partners with Uber, and Tina Dubost answered that SamTrans contracts with SilverRide to complement paratransit service.

#### **4.c. Education Committee Report**

Tina Dubost reported on the Education Committee meeting on March 3, during which the committee discussed the outreach plan.

#### **4.d. Executive Committee Report**

Tina Dubost gave a report on the Executive Committee meeting on March 3, during which the committee discussed SB 707 and topics for future meetings.

### **5. SamTrans / Redi-Wheels Reports**

#### **5.a. Performance Summary**

Tina Dubost summarized the performance measures and ridership reports, noting consistent ridership and needing to address the on-time performance.

#### **5.b. Comment Statistics Report**

Tina Dubost reviewed the comment statistics reports.

Larisa Vaserman asked what counts as a policy-related comment.

### **5.c. Safety Report**

There was one preventable incident and two non-preventable incidents. MV has had safety meetings and operator training to reduce preventable incidents.

Larisa Vaserman requested trash bins for the newer transit vans.

## **6. Updates and Items of Interest**

### **6.a. Agencies**

No update.

Larisa Vaserman asked if the drivers are expected to provide passengers going to adult day service with door-to-door assistance. Calvin Lun and Tina Dubost responded confirmed that Redi-Wheels has an arrangement to assist agency staff with boarding and offboarding.

### **6.b. County Commissions (CoA and CoD)**

The Commission on Aging will be hosting digital literacy training, though a date has not been shared yet.

### **6.c. Center for Independence (CID)**

No update.

### **6.d. Coastside Transportation Committee (CTC)**

No update.

### **6.e. Transportation Authority Citizens Advisory Committee (TA-CAC)**

No update.

### **6.f. Department of Rehabilitation (DOR)**

No update.

### **6.g. ADA Policy Refresher**

Tina Dubost provided a reminder of the 20-minute pickup window.

## **7. Other Business**

There were no updates.

## **8. Adjournment**

The meeting was adjourned at 2:23pm

**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: **Proclamation Honoring Older Americans Month**

**Action**

Staff proposes that the Committee recommend the Board of Directors (Board) adopt the proclamation designating May as “Older Americans Month”.

**Significance**

The proclamation for “Older Americans Month” is a reaffirmation of the San Mateo County Transit District (District) commitment to provide quality transit service to older adults in San Mateo County. It is also an opportunity to focus on the daily challenges older adults face; to reflect on service measures developed to assist them; and to increase public awareness of new opportunities that meet their needs.

**Budget Impact**

There is no impact to the budget.

**Background**

Over the past year, the District has:

- Attended numerous outreach events to promote District services and enhance awareness of different transportation resources within the County
- Enhanced the Mobility Ambassador Program
- Updated and distributed 16,000 *Senior Mobility Guides* in English, Spanish, and Chinese
- Established strategic communication partnerships in reaching the homebound population
- Trained the Customer Service team and launched the Mobility Resource Center to provide phone support seven days per week in different languages

- 10,000 Mobility Resource Center brochures distributed within the County
- 1-on-1 engagement with older adults at community events, senior centers, and libraries
- Provided presentations as well as 1-on-1 and small group travel training to help older adults learn to ride SamTrans and Caltrain
- Enhanced accessibility of bus stops for the convenience of older adults
- Maintained a “zero trip denials” policy on Redi-Wheels and RediCoast

Prepared By: Tina Dubost      Manager, Accessible Transit Services      650-508-6247

# Proclamation

## Honoring Older Americans Month

**Whereas**, transportation enables individuals to access social and recreational resources, as well as medical and social services; and

**Whereas**, San Mateo County Transit District (SamTrans) supports the need for and provision of transportation to older adults through its fixed-route system and paratransit services (Redi-Wheels and RediCoast) for disabled individuals; and

**Whereas**, it is recognized that access to services and activities enables individuals to preserve their dignity and maximize their mobility, independence and overall wellbeing; and

**Whereas**, SamTrans is committed to providing comprehensive and quality transportation and paratransit services; and

**Whereas**, May has been officially designated as Older Americans Month throughout the United States of America.

**Now, Therefore Be It Resolved**, the San Mateo County Transit District Board of Directors and staff of the San Mateo County Transit District salute the older adults in San Mateo County, support their independence and dignity in the provision of service, and do hereby proclaim the month of May as Older Americans Month.

Regularly passed and adopted this 6<sup>th</sup> day of May, 2026.



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Chair, San Mateo County Transit District



**Date:** April 29, 2026  
**To:** Community Relations Committee  
**From:** Dylan Finch, Citizens Advisory Committee Chair  
**Subject:** Citizens Advisory Committee Update

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At its last meeting, the CAC received an update on the Bus Stop Improvement Program. Feedback included prioritizing stops affected by cold and wind (in addition to stops affected by extreme heat) and trying to improve as many of SamTrans' stops as possible. The CAC also thanked members John Baker and Denise Siebert, who are terming out, for their service on the CAC and discussed the ECR detour in Burlingame.

Prepared By: Dylan Finch SamTrans CAC Chair

**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 - March 2026**

**Action**

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

**Significance**

**Fixed Route and Microtransit Ridership:** Clipper data continues to be incomplete during the region's ongoing transition to Next Generation Clipper. Data for passengers using open payment (i.e. debit/credit cards) or Next Generation Clipper cards to pay for their trip cannot be verified for accuracy as part of Clipper data reporting and thus are not available for the March 2026 SamTrans fixed route or microtransit ridership reporting.

As more customers transition to Next General Clipper accounts, the gap in ridership data continues to grow. Given that staff believe any decrease shown in the data would not be accurate, staff will be pausing public ridership reporting until the issue is resolved to limit misinformation. Cubic Corporation (Cubic) has indicated a goal to resolve this situation by May 31.

Once the issues are resolved, ridership data will be updated for December 2025 onward and incorporated into internal reporting systems and in future reports.

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

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

- **Preventable Accidents** – There were 11 preventable accidents in March 2026 (six from District and five from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.3 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 44 service calls in March 2026 (31 from District and 13 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

1.3 service calls per 25,000 miles. For the District’s service calls, a disproportionate number of calls are attributable to the zero-emission bus fleet. The diesel bus sub-fleet had 1.01 service calls per 25,000 miles, and the zero-emission bus sub-fleet had 2.6 service calls per 25,000 miles.

- **On-Time-Performance (OTP)** – February 2026 systemwide OTP was 81.2 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 March 2026, there were 11 total DNOs. The goal is to miss less than 0.1 percent of scheduled trips. Fixed-route service met this goal with 0.02 percent missed trips.

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Mar-24	Mar-25	Mar-26
On-Time Performance	82.6%	82.2%	81.2%
Preventable Accidents	19	25	11
--- District	12	17	6
--- Contracted Services	7	8	5
Service Calls	25	31	44
--- District	18	22	31
--- Contracted Services	7	9	13
Trips Scheduled	41,528	49,509	50,212
Did Not Operate DNOs	7	30	11

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 79,746 miles between Preventable Accidents this month.

SamTrans’ Miles between Service Calls goal is 25,000 miles. There were 19,937 miles between Service Calls this month.

SAMTRANS (BUS)   Fleet Key Performance Indicators			
KPI	Mar-24	Mar-25	Mar-26
Revenue Hours (Scheduled)	54,477	61,913	60,831
Revenue Miles (Scheduled)	533,153	598,666	603,058
Total Fleet Miles (Actual)	793,641	855,934	877,211

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

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

PARATRANSIT   Operations Key Performance Indicators			
KPI	Mar-24	Mar-25	Mar-26
On-Time Performance (RW)	88.4%	87.2%	84.4%
On-Time Performance (RC)	93.1%	85.1%	89.9%
Preventable Accidents (RW)	6	0	5
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	1	5	3
Service Calls (RC)	3	4	0

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Mar-24	Mar-25	Mar-26
Revenue Miles (RW)	162,727	166,988	152,517
Revenue Miles (RC)	21,768	19,239	13,905
Fleet Miles (RW)	179,672	186,565	173,202
Fleet Miles (RC)	27,666	19,857	22,686

**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Mar-24	Mar-25	Mar-26
Complaints	93	95	119
Accessibility	3	13	10
Compliments	11	9	14
Service Requests	38	61	41
<b>Reports Total</b>	<b>145</b>	<b>178</b>	<b>184</b>

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

The total number of reports for SamTrans increased 3.4% from 178 reports in March 2025 to 184 reports in March 2026.

**Prepared By:** Kate Christopherson, AICP    Principal Transportation    650-622-7877  
Planner, Operations Planning

**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

May 6, 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 on April 1, 2026 Motion
- 9.c. Authorizing Execution of an Amendment to the Agreement with the San Mateo County Sheriff's Office and an Updated Agreement with the County of San Mateo for an Additional Five Years of Law Enforcement and Emergency Dispatch Services, Respectively, to Reflect Modified Terms and Conditions for Indemnification 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.
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**San Mateo County Transit District  
Finance Committee Meeting / Committee of the Whole**

**1250 San Carlos Avenue, San Carlos, California**

**DRAFT Minutes of April 1, 2026**

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

**Members Absent:** Jackie Speier

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

**Other Board Members Absent:** None

**Staff Present:** J. Cassman, A. Chan, L. Lumina-Hsu, L. Millard-Olmeda, M. Tseng, K. Yin

**10.a. Call to Order**

Committee Chair Medina called the meeting to order at 2:44 pm.

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

Motion/Second: Ratto/Esser

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

Noes: None

Absent: Speier

**10.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**

Ladi Millard-Olmeda, Director, Budget and Financial Analysis, provided the presentation, which included the following:

- Capital Working Group (CWG) and Executive Capital Review Committee (ECRC) creation to screen project feasibility and costs to adjust capital budget
- \$46.8 million amendment for Fiscal Year (FY) 2026-2027
- Major capital projects and various funding sources breakdown

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

- Ten-year Capital Improvement Plan (CIP) project alignment; CWG and ECRC input for re-evaluated estimates and current needs
- Facility condition assessment incorporation of bus base needs; deferred maintenance allocations and infrastructure investments

Motion/Second: Canepa/Chuang

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

Noes: None

Absent: Speier

**10.d.Adjourn** – The meeting adjourned at 3:01 pm.

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer  
Kate Jordan Steiner, Chief Financial Officer

Subject: **Authorizing Execution of an Amendment to the Agreement with the San Mateo County Sheriff's Office and an Updated Agreement with the County of San Mateo for an Additional Five Years of Law Enforcement and Emergency Dispatch Services, Respectively, to Reflect Modified Terms and Conditions for Indemnification**

**Action**

Staff proposes the Committee recommend the Board of Directors (Board) of the San Mateo County Transit District (District) authorize the General Manager/CEO or designee to:

1. Execute an updated amendment, including modified terms and conditions for indemnification between the parties, to extend the term of an agreement with the San Mateo County Sheriff's Office (SMCSO) for Law Enforcement Services by five years at an estimated cost to the District of \$11,585,704, as approved by the Board pursuant to Resolution No. 2025-30.
2. Enter into a new agreement, including modified terms and conditions for indemnification between the parties, with the County of San Mateo (County) and Peninsula Corridor Joint Powers Board (JPB or Caltrain) for 911 emergency dispatch services for five years at an estimated cost to the District of \$848,373, whereas an amendment (rather than a new agreement) was approved by the Board pursuant to Resolution No. 2026-03.
3. In coordination with the Peninsula Corridor Joint Powers Board (JPB) Executive Director, adjust the District's and JPB's cost-sharing arrangements to reflect actual use of law enforcement and 911 emergency dispatch services.

**Significance**

**Law Enforcement Services**

The SMCSO has provided law enforcement services for SamTrans bus operations, other District services and property, as well as Caltrain operations, properties and services since 2004. The contract was re-issued most recently in 2020.

In July and August 2025, respectively, the District and JPB separately approved an amendment to extend the agencies' joint contract for law enforcement services with the SMCSO for a term of five years. Both boards approved the proposed amendment in conformity with the terms and conditions of the 2020 contract, and in a form approved by legal counsel.

Under the 2020 Agreement for Law Enforcement Services, SMCSO provides services including, but not limited to, patrol services within the District and JPB's service areas, coordination of all requests for police service, collision investigations, and police reports. Additionally, SMCSO provides explosive-detecting police dog (K9) units, crime scene investigation and criminal forensics, coroner's services, coverage for special events, and backup personnel as required. Costs for the contract are allocated between the JPB and the District based on service calls. The agreement, which had an initial term of five years, included an option to extend for an additional five years. The Boards' approval of the contract amendment last year ensured continuity of law enforcement services for the District and JPB through June 2030.

The 2020 agreement provided for mutual indemnification with shared liability pursuant to laws related to comparative fault. County staff presented the amendment, including the original contract language, to the Board of Supervisors following the District and JPB Boards' approvals. Following the presentation, several of the Supervisors expressed concern that the agreement did not require the District and JPB to reimburse the County for the full costs of providing services, including potential liability the County could incur as a result of providing those services, and directed staff to renegotiate the indemnification terms to account for the risk of potential liability that could arise as a result of the County's provision of law enforcement services to the District and JPB.<sup>1</sup>

Subsequently, the County sent the District and JPB a revised agreement with new indemnity language requiring the agencies to indemnify the SMCSO and assume all responsibility for liability arising from the services the SMCSO provides to the agencies. This revised indemnity was problematic in that the District and JPB could not insure against liabilities arising out of law enforcement services they did not provide, manage nor control. Accordingly, legal counsel for the District and JPB negotiated a compromise with the County which provides that:

- For claims that arise out of the Law Enforcement Services Agreement and that are caused or alleged to be caused by acts or omissions of the District/JPB: The District/JPB shall defend, hold harmless and indemnify the County, including 100 percent of the costs of defense of all claims; and
- For claims that arise out of the Law Enforcement Services Agreement and that are caused or alleged to be caused by the acts or omissions of the County:

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<sup>1</sup> As the Board of Supervisors did not approve the amendment previously approved by the District Board, the parties have not yet executed an amendment to the law enforcement services agreement. However, the County has continued to provide law enforcement services while the parties have engaged in negotiations regarding the indemnification clause.

- The County will tender such claims to its insurer, and the County and the District/JPB (whichever agency on whose behalf the services were provided) will split equally any costs of defense and/or settlement of a claim paid under the County's self-insured retention.
- The District/JPB will participate in good faith in the County's defense of a claim.
- The County will have the sole authority to settle claims, and will exercise such authority in good faith.

Staff have assessed this compromise proposal and determined the allocation of risk is acceptable, given the limited options available. Furthermore, the District and JPB are not aware of any litigation in the last ten years that would have triggered an obligation by the District or JPB to pay a portion of the County's self-insured retention which, at the present time, is \$2 million.

#### Emergency Dispatch Services

Historically, emergency dispatch services were provided under the District's law enforcement services contract with the SMCSO. Following a reorganization within the county in 2018, the District and JPB entered a separate agreement with the County for emergency dispatch services. The 2018 contract covered a three-year period beginning July 1, 2017. In 2020, the parties amended the contract to extend the term through June 30, 2025.

Under the emergency dispatch services agreement, the County provides the agencies with the following services: (1) telephone answering for emergency police purposes; (2) personnel notification during emergencies; (3) dispatching including automated status keeping and associated activity reports and inquiries; (4) notification/call alert by activating digital pager equipment; (5) access to Computer Aided Dispatch Equipment (CAD); and (6) access to all relevant computerized law enforcement databases. The District and JPB are responsible for reimbursing the County for a proportional share of the services used by each agency.

As the contract expiration approached in 2025, the County informed the District and JPB that pricing under the contract would be dramatically increased effective July 2025. More specifically, the County justified and mandated an increase to 200 percent of the prior contract pricing following a review of operational expenses related to its Department of Public Safety Communications (e.g., staffing, equipment, and department overhead costs) given the County's rising costs of operations. Based on the study, the County developed a cost allocation methodology to ensure that total costs are proportionately distributed across all contracted agencies that benefit from the County's dispatch services, and this new cost allocation model is being applied to all of the County's client-serving agreements as they come up for renewal.

The District accepted the higher prices and, with the staff's recommendation, in January 2026, the District Board approved exercise of a five-year option to extend the emergency dispatch services contract, by amendment, through June 2030. However, as with the law enforcement agreement, the County was unwilling to proceed to contract execution without changes to the indemnity terms. In addition, the County proposed a new form of agreement rather than amendment of the prior agreement.

Following discussions similar to the negotiations described above pertaining to the law enforcement agreement, the County, District and JPB have agreed at the staff level to the same indemnification terms for the Dispatch Services Contract as for the Law Enforcement Services Agreement, and use of a new form of agreement.

#### Recommendation

In sum, District staff have determined that the updated allocation of risk and the revised indemnity clause now proposed for both contracts are acceptable, and therefore recommend that the Board authorize the General Manager/CEO to execute the requisite amendment and new agreement to continue the SMCSO's provision of law enforcement services and the County's provision of emergency dispatch services, respectively, through June 2030.

#### Budget Impact

There is no new budget impact associated with the proposed action as the amendment and agreement costs were already presented for Board consideration in July 2025 and January 2026.

The District's \$11,585,704 share of the total cost of the law enforcement services is and will be included in current and future year operating budgets. The JPB separately budgets for and pays its share of these services at an estimated cost of \$41,076,586 for the five-year option term.

The combined cost of emergency dispatch services over the five-year term of the new agreement will be \$3,856,242. The District will be responsible for an estimated \$848,373 of this amount if the 22 percent to 78 percent cost share with the JPB continues. Funds to cover the first year of the five-year term were included in the District and JPB Operating Budgets for Fiscal Year 2026. Future year budgets will include funds for the remainder of the contract term and will reflect any needed adjustments to the cost sharing calculation.

Prepared By: Shayna van Hoften      Legal Counsel      415-995-5880

**Resolution No. 2026 -**

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

\* \* \*

**Authorizing Execution of an Amendment to the Agreement with the San Mateo County Sheriff's Office and an Updated Agreement with the County of San Mateo for an Additional Five Years of Law Enforcement and Emergency Dispatch Services, Respectively, to Reflect Modified Terms and Conditions for Indemnification**

**Whereas**, the San Mateo County Sheriff's Office (SMCSO) has been providing law enforcement services (Services) for the San Mateo County Transit District (District) and Peninsula Corridor Joint Powers Board (JPB) since 2004; and

**Whereas**, the transit police services provided by the SMCSO cover all of the District's and JPB's services and facilities and include, but are not limited to, patrol services within the District's service area, coordination of all requests for police service, collision investigations, and police reports, as well as explosive-detecting police dog (K9) units, crime scene investigation and criminal forensics, coroner's services, coverage for special events and backup personnel; and

**Whereas**, on July 2, 2025, pursuant to Resolution No. 2025-30, the Board of Directors (Board) approved an amendment to extend the agreement with SMCSO for five years for an estimated cost to the District of \$11,585,704 through June 2030, in a form consistent with the terms and conditions of the most-recent (2020) agreement for law enforcement services; and

**Whereas**, the County of San Mateo (County) provides 911 emergency dispatch services to the District and JPB, currently under a contract executed in 2018; and

**Whereas**, on January 7, 2026, pursuant to Resolution No. 2026-03, the Board authorized exercise of an option to extend, by amendment, the term of the 2018 contract through June 2030 for an estimated cost to the District of \$848,373; and

**Whereas**, since those approvals, the parties have not executed either contract document, but have negotiated new terms and conditions regarding indemnification, requiring that:

- For claims that arise out of the Law Enforcement Services and Emergency Dispatch Agreements and that are caused or alleged to be caused by acts or omissions of the District/JPB: the District and JPB (the “Agencies”) shall defend, hold harmless and indemnify the County for all acts and omissions of the Agencies, including 100 percent of the costs of defense of all claims;
- For claims that arise out of the Law Enforcement Services Agreement and Emergency Dispatch Services Agreement and that are caused or alleged to be caused by the acts or omissions of the County:
  - The County will tender such claims to its insurer, and the County and the agency on whose behalf the services were provided will split equally any costs of defense and/or settlement of a claim paid under the County’s self-insured retention; and
  - The Agencies will participate in good faith in the County’s defense of a claim;
  - The County will have the sole authority to settle claims, and will exercise such authority in good faith; and

**Whereas**, in addition, the County has proposed a new form of agreement for provision of emergency dispatch services, rather than an amendment to the prior contract; and

**Whereas**, staff recommends that the Board authorize the execution of both contract documents, with the terms outlined above, to ensure continued provision of law enforcement and emergency dispatch services for the District and JPB through June 2030.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby authorizes the General Manager/CEO or designee to execute an amendment to the agreement with the San Mateo County Sheriff's Office for continued law enforcement services and a new form of agreement with the County of San Mateo to provide continued emergency dispatch services, generally consistent with Resolutions No. 2025-30 and 2026-03, but reflecting the updated indemnity provisions outlined above, and in forms approved by legal counsel, to ensure continued provision of law enforcement and emergency dispatch services for the District and JPB through June 2030.

**Be it Further Resolved** that the Board of Directors authorizes the General Manager/CEO, in coordination with the Peninsula Corridor Joint Powers Board Executive Director, to adjust the District's and JPB's cost-sharing arrangements to reflect actual use of law enforcement and 911 emergency dispatch services.

Regularly passed and adopted this 6<sup>th</sup> day of May, 2026 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary



# Updating Agreements for Law Enforcement and Emergency Dispatch Services

Item #9.c  
5/6/2026



Joan Cassman | May 6, 2026

# Overview of Recommendation

- Authorize execution of contractual documents, including modified indemnification, to:
  - Extend term of contract with San Mateo County Sherriff's Office for Law Enforcement Services by five years at estimated cost of \$11,585,704, as approved pursuant to Resolution 2025-30.
  - Extend term of contract with County of San Mateo for 911 emergency dispatch services for five years at estimated cost of \$848,373, as approved pursuant to Resolution 2026-03.
- Authorize General Manager/CEO to work with JPB Executive Director to adjust cost-sharing arrangements to reflect actual use of law enforcement and emergency dispatch services

# Background: Law Enforcement Contract

- San Mateo County Sheriff's Office has provided law enforcement services for SamTrans and Caltrain since 2004
- Current contract started June 3, 2020 and expired in 2025
- On July 2, 2025, District Board authorized amendment to extend agreement for five years at estimated cost of \$11,585,704 through June 2030, in a form consistent with terms and conditions of the 2020 agreement
- Since that approval, County proposed new indemnification terms

# Background: Emergency Dispatch Contract

- San Mateo County Sheriff's Office, and then County of San Mateo, have provided 911 emergency dispatch services for SamTrans and Caltrain since 2004
- Current contract started July 1, 2017 and expired in 2025
- On January 7, 2026, District Board authorized amendment to extend agreement for five years at estimated cost of \$848,373 through June 2030; included significant cost increase
- Since that approval, County proposed same new indemnification terms as in law enforcement contract plus new form of agreement (rather than amendment)

# Proposed Indemnification Clause for Claims Arising Under Agreements

For claims caused or alleged to be caused by acts or omissions of **District/JPB**:

District/JPB shall defend, hold harmless and indemnify County for all acts and omissions of District/JPB, including 100% of costs of defense

# Proposed Indemnification Clause for Claims Arising Under Agreements

For claims caused or alleged to be caused by acts or omissions of County:

- County will tender claims to its insurer
- County and District/JPB will split equally defense, settlement costs paid under County's self-insured retention (SIR)
- District/JPB will participate in good faith in County's defense of claims
- County will have sole authority to settle claims, and will exercise such authority in good faith

*Note: County's current SIR is \$2 million*



Item #9.c.  
5/6/2026

# Thank You



Revised 5/4/2026 at 5:30pm: Item 10.d. – Presentation Added

Revised 5/5/2026 at 2:00pm: Item 10.d. – New slide added to Presentation



**BOARD OF DIRECTORS 2026**

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

APRIL CHAN  
GENERAL MANAGER/CEO

# REVISED AGENDA

## San Mateo County Transit District

### Legislative Committee Meeting

#### Committee of the Whole

May 6, 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 on April 1, 2026 Motion

10.c. Legislative Update Informational

10.d. Presentation on Draft Local Investment Plan for Potential Senate Bill 63 Regional Tax Measure Return-to-Source Funds for San Mateo County Transit Purposes Informational

10.e. Adjourn

**Note:**

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

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

**1250 San Carlos Avenue, San Carlos, California**

**DRAFT Minutes of April 1, 2026**

**Members Present (In Person):** David J. Canepa, Peter Ratto, Marina Fraser (Chair)

**Members Absent:** None

**Other Board Members Present Constituting Committee of the Whole:** Marie Chuang, Brooks Esser, Jeff Gee, Rico E. Medina, Josh Powell

**Other Board Members Absent:** Jackie Speier

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

**11.a. Call to Order**

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

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

Motion/Second: Ratto/Chuang

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

Noes: None

Absent: Speier

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

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

Federal

- February 24 State of the Union; Department of Homeland Security funding
- FY27 appropriations and earmark request; September 30 federal funding deadline
- \$6 million earmark request through Congressman Mullin for North Base causeway improvements

State

- April 24 fiscal bill deadline; May 1 non-fiscal bill deadline
- Governor's proposed budget hearing; substantial cuts to transit funding; recovery efforts for Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) funding
- SB 79 effects to routes; electric bicycle bills; Climate Action Plan for Transportation Infrastructure (CAPTI) bill

- Support of Assembly Bill (AB) 1837 (Gonzalez) for forward-facing automated cameras to monitor parking in bus lanes and AB 1944 (Lee) for zero-emission bus axel weight requirements

Staff provided further clarification in response to the Board comments and questions regarding bill impacts to SamTrans buses, California Public Employees Retirement System (CalPERS) liabilities bill, and local and municipal regulation exemptions.

Public Comment

Aleta Dupree, Team Folds, Oakland, commented on electric vehicles weight and e-bikes riders safety.

Motion/Second: Esser/Ratto

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

Noes: None

Absent: Speier

- 11.d. Adjourn** – The meeting adjourned at 3:16 pm.



**SamTrans  
Federal Report  
April 2026**

SamTrans D.C. Trip Recap

- During the week of April 13, SamTrans CEO April Chan and Board Chair Marie Chuang visited Washington, D.C., for the annual American Public Transportation Association (APTA) legislative conference. During their visit to Washington, the SamTrans team met with Reps. Kevin Mullin (D-CA) and Sam Liccardo (D-CA). The meeting with Rep. Mullin allowed SamTrans to thank the Congressman for advancing SamTrans' \$6 million community project funding request.
- The SamTrans team met with representatives from the Offices of Sen. Padilla and Sen. Schiff, where they provided an update on SamTrans' operations and ridership.
- The Manatt team continues to work closely with the SamTrans federal delegation to ensure its federal representatives are aware of its federal funding and policy goals.

**Congressional Update**

Rep. Kevin Mullin Submits SamTrans' \$6 Million Community Project Funding Request to House Appropriations Committee

- Rep. Kevin Mullin submitted a federal community project funding (earmark) request on behalf of SamTrans. Submission to the committee is a crucial first step towards receiving final funding.
- The \$6 million request will improve resiliency at SamTrans' 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.
- The House Appropriations Transportation-HUD Subcommittee is expected to mark up its bill in late May/early June, where the accepted list of community projects will be revealed. Submission to the committee is one of the first steps, but a key milestone in the appropriations process.

### House Transportation & Infrastructure Committee Delays Surface Transportation Markup

- The House Transportation & Infrastructure Committee delayed the release and markup of its expected surface transportation reauthorization bill. The Committee was scheduled to release the bill on April 15, but extended negotiations over the bill's provisions led the committee to delay its release. Rep. Kevin Mullin is currently leading efforts to include [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.
- Despite some progress on the bill, it is likely Congress will require an extension past the September 30 deadline.

### Senate Signals Potential Restart of Permitting Reform Negotiations

- Sen. Sheldon Whitehouse (D-RI), Ranking Member of the Senate Environment and Public Works (EPW) Committee, indicated that formal Senate negotiations on permitting reform are likely to resume, though he did not provide a specific timeline. Permitting negotiations have been paused since December, following the Trump administration's issuance of stop-work orders for several offshore wind projects.
- Whitehouse stated that he and other Democratic negotiators have been in discussions with Sen. Shelley Moore Capito (R-WV), Chair of the EPW Committee, regarding conditions for restarting formal talks, while cautioning that further executive actions affecting previously approved renewable projects could again halt negotiations.
- If negotiations resume, lawmakers will face a compressed legislative timeline, as attention later this year is expected to shift toward midterm elections. In addition, the EPW Committee is responsible for the highways and infrastructure title of the surface transportation reauthorization, which is set to expire at the end of September.

### **Administration Update**

#### Trump Administration Releases FY27 Presidential Budget Request

- On Friday, April 3, President Trump [released](#) his fiscal year (FY) 2027 Presidential Budget Request. Last year, Congress rejected many of the administration's similar proposed cuts and funded most infrastructure programs at the same level as the



previous year. In the FY 2027 request, the President reiterated many of the proposed cuts in the FY 2026 budget.

- Below are key funding highlights from the President’s budget:

<b>Department of Transportation – Request Highlights:</b>			
<ul style="list-style-type: none"> <li>• Requests \$26.6 billion for DOT, a 6.2 percent increase over FY 2026 enacted levels. The bulk of new funding is directed to highways and aviation while public transit and intercity passenger rail programs face significant reductions.</li> <li>• Does not continue advanced appropriations under the Infrastructure Investment and Jobs Act (IIJA) due to the need for Surface Transportation Reauthorization.</li> <li>• Included in the DOT budget request is \$26.4 million to support research programs aimed at the safe testing and deployment of advanced vehicle technologies. This funding will facilitate the implementation of an AV framework to ensure safety, foster innovation, and maintain U.S. leadership in the field.</li> <li>• Proposes \$16 million for NHTSA’s Office of Rulemaking to focus on deregulation activities to include removing unnecessary regulatory barriers to support the AV framework. For example, NHTSA will continue to modernize Federal Motor Vehicle Safety Standards to allow their applicability to novel AV vehicle designs.</li> </ul>			
	<b>FY26 Enacted</b>	<b>FY27 Proposed</b>	<b>+ / - FY27</b>
<b>Department of Transportation</b>			
National Infrastructure Investments (RAISE/BUILD, INFRA, and MEGA grants)	\$145 million	\$0	-\$145 million
Surface Transportation Block Grant	Not specified	-	-
Competitive Bridge Replacement or Rehabilitation Program	\$350 million	-	-
Transit Formula grants	\$14.64 billion	\$0	-\$14.64 billion
Capital Investment Grants (New Starts/Small Starts)	\$1.7 billion	\$1.2 billion	-\$500 million

**FEMA Announces \$1B for BRIC Funding**

- The Federal Emergency Management Agency (FEMA) published the funding opportunity for the Fiscal Years 2024 and 2025 Building Resilient Infrastructure and Communities (BRIC) program. The new funding opportunity is specifically designed to fund infrastructure projects that are ready to implement and incentivize the adoption of the latest hazard-resistant building codes.

- It eliminates phased projects, simplifying the National Competition scoring system and removing sub-application scoring by the National Review panel. The funding opportunity also removes funding for hazard mitigation planning and non-financial direct technical assistance provisions.
- For the Fiscal Years 2024-25 funding cycle, the funding opportunity makes available: \$112 million for states and territories; \$50 million Tribal set-aside; \$56 million for State or Territory Building Code Plus-Up; \$25 million for Tribal nation Building Code Plus-Up; and \$757 million for National Competition.
- Applications are [due](#) by July 23, 2026.

#### GSA Proposes Adding New Language to SAM

- The General Services Administration (GSA) [proposed](#) adding new legal attestations to the System for Award Management (SAM), a required registration for entities to receive federal grants, contracts, loans, and other assistance. Every organization receiving federal funding, including local governments, state agencies, and universities, must affirm they will not:
  - “Grant preferential treatment based on race or color, such as race-based scholarships or programs or preferential hiring or promotion practices, including the use of cultural competency requirements or diversity statements.
  - Hold training programs that stereotype, exclude, or single out individuals based on protected characteristics or create a hostile environment.
  - Bring or attempt to bring an illegal immigrant to the United States.
  - Fund, subsidize, or facilitate violence, terrorism, or other illegal activities that threaten public safety or national security.”
- The proposed SAM rule could override agency regulations and guidance, program-specific eligibility standards, and the conditions outlined in notices of funding opportunity (NOFOs). Entities with active federal awards must maintain continuous SAM registration, and entities renewing their SAM registration might be required to accept the new requirements.



April 17, 2026

TO: Board of Directors  
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel and Brendan Repicky  
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – May 2026**

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***General Update***

As noted in last month’s report, the deadlines for Assembly Members and Senators to amend “spot bills” (i.e. placeholder legislation) were March 16 and March 25, respectively. Pursuant to those deadlines, nearly 600 bills were amended and now include substantive language.

On March 26, the Legislature broke for their Spring Recess and reconvened on April 6. Upon their return, policy committees and budget subcommittees in both houses continue to review legislation introduced in the session and the Governor’s budget proposals, with April 24 as the last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house is May 1.

Finally, The Governor is expected to release the May Revise, the mid-year update to the proposed Fiscal Year 2026-27 budget, on May 14.

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

***CARB Releases Proposed Regulations to Cap-and-Invest Compliance Mechanisms***

On April 14, the California Air Resources Board (CARB) released its [Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms](#).

The proposed amendments aim to implement the technical changes made to the Cap-and-Invest Program by [AB 1207 \(Irwin\) \[Chapter 117, Statutes of 2025\]](#), which largely focus on addressing industry leakage from California and the program's cost impacts to Californians.

The amendments propose, among other things, to significantly expand the number of free allowances provided to utility companies on the Cap-and-Invest auction market, in order to increase the size of the existing climate credit rebate returned annually to California’s utility customers. This in turn would reduce the overall number of allowances that may be sold and would result in a significant reduction in Greenhouse Gas Reduction Fund (GGRF) revenues through at least 2030. Experts predict this would reduce GGRF revenues *by half*, to approximately \$2 billion annually.

Given the changes to the GGRF Expenditure Plan approved last year in [SB 840 \(Limon\) \[Chapter 121, Statutes of 2026\]](#), this reduction would likely mean that, unless the regulations are further amended, or the new GGRF tiers reconsidered, the state will not have sufficient GGRF to fund Tier 3 programs (i.e. Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, AB 617, Low Carbon Transit Operations Program, etc.).

As you may recall, 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.

The California Transit Association (the trade group to which SamTrans belongs) has led the charge to respond via engagement with legislative and budget leadership, key legislators, and other affected stakeholders and are developing a more complete advocacy and public affairs strategy over the coming days and weeks.

### ***Bills of Interest***

#### **SB 1087 (Cabaldon) Sustainable Communities Strategy Modernization Bill – WATCH**

This bill seeks to modernize SB 375, the 2008 law that established the sustainable communities strategies regional planning framework. SB 1087 updates these planning requirements to better align climate, transportation, and housing goals. Specifically, it requires MPOs to include a new 8-year SCS in every other regional transportation plan, rather than every year. It also revises how GHG reduction targets are set and requires the target to reflect the combined effect of policies, regulations, and investments to improve fleet efficiency and reduce vehicle miles traveled and be based on what is achievable for the region. Additionally, it provides a CEQA exemption for these regional plans. ***This bill is set to be heard in the Senate Transportation Committee.***

#### **SB 1361 (Durazo) Affordable Housing Exemption for SB 79 – WATCH**

This bill would exempt from the requirements of SB 79 certain local agencies or local governments if the entity has adopted a policy by January 1, 2026, to complete at least 10,000 housing units, at least 50% of which will be income restricted, by January 1, 2032. This exemption would not apply to Tier 2 transit-oriented development stops served by light rail transit or high-frequency commuter rail or the Tier 1 transit-oriented development stops that are operational or in pre-revenue service as of January 1, 2026. ***This bill is set to be heard in the Senate Housing 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. By improving e-bike safety, this bill will in turn also help ensure transit agencies operate more safely. ***This bill is set to be heard in the Assembly Transportation Committee.***

#### **AB 1821 (Pacheco) Public Records Act Response Times – WATCH**

As amended on April 6, this bill would update required response timelines for California Public Records Act (CPRA) requests by shifting from "calendar days" to "business days." This will effectively give agencies additional time to respond to CPRA requests. Prior to the April 6 amendments, AB 1821 would have also allowed agencies to recover reasonable costs for exceptionally burdensome CPRA requests.

This provision was ultimately removed from the bill. This bill is supported by local government stakeholders, including the California State Association of Counties, League of California Cities, Urban Counties of California, and others. ***This bill passed the Assembly Judiciary Committee on April 15 and is now in the Assembly Appropriations Committee.***

**AB 1883 (Bryan) Workplace Surveillance – WATCH**

This bill would prohibit an employer from using specified surveillance tools in the workplace. AB 1883 additionally provides for a civil penalty for each violation. The bill is opposed by a variety of local government stakeholders, including the State Association of Counties (CSAC), the League of California Cities, the California Special Districts Association, and more, who are concerned that this bill will negatively impact workplace safety. ***This bill passed out of the Assembly Labor Committee on March 19 and is now in the Assembly Privacy and Consumer Protection Committee.***

**AB 2595 (Papan) San Mateo Electric Bicycle Safety Pilot Program – WATCH**

This bill establishes the San Mateo Electric Bicycle Safety Pilot Program and 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. ***In the Assembly Transportation Committee.***

San Mateo County Transit District  
State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 33</a> <a href="#">Aguiar-Curry</a> 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>
<p><a href="#">AB 259</a> <a href="#">Rubio, Blanca</a> 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 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 334</a> <a href="#">Petrie-Norris D</a></p> <p>Operators of toll facilities: interoperability programs: vehicle information.</p>	<p>This is a two-year bill.</p>	<p>Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide, regarding a vehicle’s use of the toll facility, only the license plate number, transponder identification number, date and time of the transaction, and identity of the agency operating the toll facility. This bill would instead authorize an operator of a toll facility on federal-aid highways engaged in an interstate interoperability program to provide to an out-of-state toll agency or interstate interoperability tolling hub only the information regarding a vehicle’s use of the toll facility that is license plate data, transponder data, or transaction data, and that is listed as “required” by specified national interoperability specifications. If the operator needs to collect other types of information to implement interstate interoperability, the bill would prohibit the operator from selling or otherwise providing that information to any other person or entity, as specified. If the operator transmits those other types of information to an out-of-state toll agency or any interstate interoperability tolling hub, the bill would subject the operator to an action by the affected person for no less than \$2,500 per violation, as specified. The bill would require a transportation agency that participates in interstate interoperability to post those national interoperability specifications data types on their internet website. The bill would repeal these provisions relating to an interstate interoperability program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 467</a> <a href="#">Fong D</a></p> <p>Open meetings: teleconferences: neighborhood councils.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would extend the authorization for specified neighborhood city councils to use the alternate teleconferencing provisions described above until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1198</a> <a href="#">Haney D</a></p> <p>Public works: prevailing wages.</p>	<p>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>	<p>Watch</p>
<p><a href="#">AB 1337</a> <a href="#">Ward D</a></p> <p>Information Practices Act of 1977.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1383</a> <a href="#">McKinnor D</a></p> <p>Public employees' retirement benefits: safety members.</p>	<p>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>	
<p><a href="#">AB 1421</a> <a href="#">Wilson D</a></p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1557</a> <a href="#">Papan D</a> 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. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 2 electric bicycle” as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 3 electric bicycle” as a bicycle equipped with a speedometer and a motor that, in pertinent part, 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. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of continuous power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. This bill would authorize a cargo electric bicycle to be equipped with an electric motor with a maximum continuously rated power of 750 watts. The bill would define a cargo electric bicycle as an electric bicycle that is built with a reinforced frame and integrated rack or platform designed to transport goods or additional persons. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1564</a> <a href="#">Ahrens D</a></p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization’s representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>
<p><a href="#">AB 1578</a> <a href="#">Jackson D</a></p> <p>State and local officials: sexual harassment training and education: anti-hate speech training.</p>	<p>This bill is in the Assembly Governmental Organization Committee.</p>	<p>The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer’s knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1599</a> <a href="#">Ahrens D</a> Public transit: California Transit Stop Registry: transit datasets.	This bill is in the Assembly Appropriations Committee.	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.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1624</a> <a href="#">Zbur D</a> Public Lands Protection Act.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. Existing law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, existing law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. The bill would prohibit a parcel of land governed by these provisions from being rezoned, subdivided, or granted any development entitlement that is inconsistent with a conservation-oriented zoning designation, unless certain requirements are satisfied, including that a full environmental impact report is completed in accordance with CEQA. Notwithstanding these provisions, the bill would require electric infrastructure and clean energy facilities necessary to achieve California’s climate and decarbonization goals to be deemed permitted uses in a conservation-oriented zoning designation if certain conditions are met. The bill would also exempt certain other parcels from these provisions. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1630</a> <a href="#">Caloza</a> D  Meet and confer: observation.	This bill is in the Assembly Appropriations Committee.	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.	Watch
<a href="#">AB 1654</a> <a href="#">DeMaio</a> R  Vehicles: commercial driver's licenses.	This bill is in the Assembly Transportation Committee.	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.	Watch
<a href="#">AB 1697</a> <a href="#">Kalra</a> D  Employment contracts: stay-or-pay provisions: contract date.	This bill is in the Assembly Appropriations Committee.	Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker's employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these prohibitions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. This bill would declare that it is to take effect immediately as an urgency statute.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1821</a> <a href="#">Pacheco</a> D  California Public Records Act: agency response time.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. The bill would instead authorize the time period for each agency to respond to be extended by no more than 14 business days. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1837</a> <a href="#">González, Mark D</a> Video imaging of parking violations.</p>	<p>This bill is in the Assembly Privacy &amp; Consumer Protection 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. 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>Support April 2026</p>
<p><a href="#">AB 1838</a> <a href="#">Berman D</a> Public contracts: local agencies: responsive bidders.</p>	<p>This bill is on the Assembly Floor.</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 for a public works contract, to fully disclose any history of wage and hour violations, as specified, 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>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 1859</a> <a href="#">Ortega D</a> Public works.	This bill is in the Assembly Appropriations Committee.	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.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1883</a> <a href="#">Bryan D</a>  Workplace surveillance tools.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would generally regulate the use of workplace surveillance tools and an employer’s use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual’s emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology, unless it is used strictly to open a locked device or grant access to locked or secure areas. The bill would also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. This bill would require the Labor Commissioner to enforce the bill’s provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill’s provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill’s provisions to a civil penalty of up to \$500 for each violation. The bill would define various terms for purposes of its provisions. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.</p>	<p>Watch</p>
<p><a href="#">AB 1919</a> <a href="#">Pellerin D</a>  Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.</p>	<p>This bill is in the Assembly Appropriations 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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 1941</a> <a href="#">González, Mark D</a> Organized metal theft.</p>	<p>This bill is on the Assembly Appropriation Suspense File.</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 with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 1944</a> <a href="#">Lee D</a> Zero-emission transit buses: axle weight.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.</p>	<p>Support April 2026</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2051</a> <a href="#">Wicks D</a></p> <p>Public resources: Coastal Resilience Permitting Working Group.</p>	<p>This bill is in the Assembly Appropriations Committee.</p>	<p>Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. The bill would require, on or before April 1, 2027, the Secretary of the Natural Resources Agency, in collaboration with the California Coastal Commission, the San Francisco Bay Conservation and Development Commission, the Department of Fish and Wildlife, and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2074</a> <a href="#">Haney D</a></p> <p>Regional transit hub districts: downtown housing developments.</p>	<p>This bill is in the Assembly Natural Resources Committee.</p>	<p>The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to 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 specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would prescribe requirements for downtown housing developments, including requiring specified labor standards and requiring the developments to be eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">AB 2168</a> <a href="#">Wicks D</a></p> <p>Active Transportation Program: guidelines.</p>	<p>This bill is in the Assembly Transportation Committee.</p>	<p>Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2190</a> <a href="#">Wallis R</a> Internet website accessibility.</p>	<p>This bill is in the Assembly Privacy &amp; Consumer Protection.</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 30 days of receiving a written prelawsuit 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 contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2239</a> <a href="#">Carrillo</a> D</p> <p>Infrastructure-constrained energization areas: energization timelines: environmental review.</p>	<p>This bill is in the Assembly Utilities &amp; 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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2341</a> <a href="#">Fong D</a></p> <p>Local government: emergency response services: use of languages other than English.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than “very well,” and, for each language included in the American Community Survey data, determine whether speakers of any language who speak English less than “very well” comprise at least 5% of the total population of that jurisdiction that speaks English less than “very well.” The bill would make organizational and clarifying changes to the above-described provisions, as specified.</p>	<p>Watch</p>
<p><a href="#">AB 2346</a> <a href="#">Wilson D</a></p> <p>Vehicles: electric bicycles and speed limits.</p>	<p>This bill is in the Assembly Judiciary 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. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California’s electric bicycle laws with the bicycle’s packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. The bill would make a violation of these provisions punishable by a civil penalty not to exceed \$15,000 for a first violation and not to exceed \$50,000 for each subsequent violation, upon an action brought by the Attorney General, a city attorney, a county counsel, or a district attorney. The bill would specify that a violation of these provisions is not a criminal offense. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2413</a> <a href="#">Ransom</a> D</p> <p>Large-format public advertisements: public expense.</p>	<p>This bill is in the Assembly Appropriations 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 24 inches by 36 inches or more in size. 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><a href="#">AB 2484</a> <a href="#">Alvarez</a> D</p> <p>San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.</p>	<p>This bill is in the Assembly Local Government 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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2505</a> <a href="#">Carrillo</a> D</p> <p>Electrical corporations: hydrogen refueling stations.</p>	<p>This bill is in the Assembly Appropriations 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 heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater 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 repeal its provisions on January 1, 2033. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2516</a> <a href="#">Petrie-Norris D</a> California Grid Manufacturing Initiative.</p>	<p>This bill is in the Assembly Economic Development, Growth, and Household Impact Committee.</p>	<p>Existing law establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office and requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates within GO-Biz the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects, as specified. This bill would require the Energy Unit, in coordination with other specified state entities, to establish the California Grid Manufacturing Initiative. The bill would require the Energy Unit to identify and procure critical electricity grid components, as defined, and to incentivize new or existing in-state manufacturing of electricity grid components. This bill would require the Energy Unit to develop a process for each public utility, as defined, on or before January 1, 2028, and regularly thereafter, to submit a projection of its purchasing needs for critical electricity grid components for which the public utility has not entered into a purchase agreement and for which the public utility affirmatively seeks the assistance of the Energy Unit in coordinating resources and leveraging purchasing power. The bill would provide that, if the Energy Unit determines that centralized procurement is warranted for a critical electrical grid component, a participating public utility may, prior to the issuance of a solicitation by the Energy Unit for that component, submit to the Energy Unit the conditions under which the public utility commits to purchase those components from the initiative, as provided. Under the bill, if a procurement by the Energy Unit satisfies the conditions submitted by a public utility, the public utility’s commitment to purchase the component from the initiative would be binding, as provided. By imposing new duties on local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill would authorize the Energy Unit to issue requests for proposals or other competitive solicitations to procure critical electricity grid components, as provided, and would authorize the Energy Unit to provide financial assistance to projects that establish or expand manufacturing capacity in California for electrical grid components, as specified. The bill would also authorize the Energy Unit to enter into production joint ventures with qualified private suppliers, as provided, and to provide bond financing and other assistance. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 2529</a> <a href="#">Johnson</a> R  Civil claims: public entities and employees: declaration.	This bill is in the Assembly Appropriations Committee.	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 requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch
<a href="#">AB 2557</a> <a href="#">Bauer-Kahan</a> D  Legislative information system: bill position letters.	Pending referral to policy committee.	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.	Watch
<a href="#">AB 2560</a> <a href="#">Schultz</a> D  Climate Action Plan for Transportation Infrastructure: goals.	This bill is in the Assembly Transportation Committee.	Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.	Watch

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2576</a> <a href="#">Harabedian</a> D Transit-oriented development.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until January 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2595</a> <a href="#">Papan D</a> Vehicles: electric bicycles.</p>	<p>This bill is in the Assembly Transportation 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>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2659</a> <a href="#">Bains D</a></p> <p>Vehicles: commercial driver's license.</p>	<p>This bill is in the Assembly Transportation 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>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 117</a> Committee on Budget and Fiscal Review</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill is in the Assembly Budget Committee.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. The bill would require a transit operator to use its respective share of specified funding under the State Transit Assistance Program as security for any loan made by the Metropolitan Transportation Commission and would authorize the Metropolitan Transportation Commission to redirect those funds as repayment for an outstanding loan if the specified transit entity fails to make timely loan payments. The bill would make these provisions inoperative upon full repayment of the loan by the Metropolitan Transportation Commission, as specified. To the extent the bill would impose new duties on the Metropolitan Transportation Commission, the bill would impose a state-mandated local program.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 445</a> <a href="#">Wiener</a> D</p> <p>High-speed rail: third-party agreements, permits, and approvals: regulations.</p>	<p>This is a two-year bill.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority (authority) to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to enter into contracts, relocate highways and utilities, and enter into cooperative or joint development agreements with local governments or private entities, as specified. The act establishes legal procedures for the relocation of publicly and privately owned utility facilities, as defined, when the authority requires any utility to remove any utility facility lawfully maintained in the right-of-way of any high-speed rail property to a location entirely outside the high-speed rail property right-of-way subject to specified conditions. The act authorizes the authority and any utility to enter into a specified agreement or contract to remove or relocate any utility facility that provides for, among other things, the respective amounts of the cost to be borne by each party or that apportions the obligations and costs of each party. Existing law creates the High-Speed Rail Authority Office of the Inspector General (office) and authorizes the High-Speed Rail Authority Inspector General (inspector general) to initiate an audit or review regarding oversight related to delivery of the high-speed rail project undertaken by the authority and the selection and oversight of contractors related to that project. Existing law requires the inspector general to submit annual reports to the Legislature and Governor regarding its findings. This bill would require the authority, on or before July 1, 2026, to develop and adopt internal rules, as defined, setting forth standards and timelines for the authority to engage utilities to ensure coordination and cooperation in relocating utility infrastructure or otherwise resolving utility conflicts affecting the delivery of the high-speed rail project. The bill would require the authority to ensure that the internal rules, among other things, identify the circumstances under which the authority would be required seek to enter into a cooperative agreement with a utility that, where relevant, identifies who is responsible for specific utility relocations, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 555</a> <a href="#">Caballero D</a></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>

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State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 667</a> <a href="#">Archuleta D</a></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 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 677</a> <a href="#">Wiener D</a></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 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 741</a> <a href="#">Blakespear</a> 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><a href="#">SB 908</a> <a href="#">Wiener</a> D</p> <p>Residential windows: retrofitting: California Energy Code compliance.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from replacing existing residential windows with California Energy Code-compliant windows, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 922</a> <a href="#">Laird</a> D</p> <p>Vehicles: local agency charges: use of streets or highways.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. The bill would delete obsolete references and make other technical changes.</p>	<p>Watch</p>

San Mateo County Transit District  
State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 929</a> <a href="#">Jones R</a>  State Energy Resources Conservation and Development Commission: chair: report to the Legislature.	This bill is in the Senate Appropriations Committee.	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.	Watch
<a href="#">SB 935</a> <a href="#">Choi R</a>  Local agency design-build projects: authorization.	This bill is at the Assembly Desk.	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.	Watch

San Mateo County Transit District  
State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 939</a> <a href="#">Laird D</a> Public employees' retirement: service credit: payments.</p>	<p>This bill is in the Senate Appropriations 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 permits a member who retires before paying off the entire amount for service credit to pay the balance due by deductions from their retirement allowance equal to those authorized as payroll deductions, as specified. Under existing law, upon the death of that member, a survivor of the member, who is eligible for a monthly allowance, may elect to continue those deductions from the survivor's allowance. Existing law authorizes the member, survivor, or beneficiary, as an alternative, on or after January 1, 2020, to elect to receive an allowance that is reduced by the actuarial equivalent of any balance remaining unpaid by the member. This bill would limit that alternative option to elections made on or after January 1, 2020, with an initial effective date prior to January 1, 2028. (2)Existing law provides that all elections taking effect on or after January 1, 2020, including elections for normal contributions, arrears contributions, absences, or public service become due and payable at the time of the member's retirement or preretirement death. This bill would require, for all elections with an effective date on or after January 1, 2028, except as specified, the member's payment to be received by the system no later than 90 days after the member's retirement effective date, or the survivor or beneficiary's payment to be received by the system no later than 90 days after the date the notification of balance due is mailed. For any balance not paid, the service credit included in the election would be reduced or eliminated, as specified. This bill would also require all contributions or service credit adjustments required by law or agreement with an effective date on or after January 1, 2028, to become due and payable at the time of retirement or preretirement death. The bill would require the member, survivor, or beneficiary to have their allowance reduced by the actuarial equivalent of any balance remaining unpaid by the member. (3)Existing law permits a member of PERS who has elected to receive credit for service and who retires for disability, including a safety member who retires due to industrial disability, to elect to cancel the installments prospectively, in accordance with certain provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District  
State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 994</a> <a href="#">Cabaldon</a> D</p> <p>Local government: nondisclosure agreements.</p>	<p>This bill is in the Senate Local Government 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 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1087</a> <a href="#">Cabaldon</a> D</p> <p>Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt 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. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p><a href="#">SB 1136</a> <a href="#">Blakespear</a> D</p> <p>Intercity rail and commuter rail: special events service plans: fare system integration.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. By imposing additional duties on regional rail operators, 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 4/17/2026

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 1187</a> <a href="#">Durazo</a> D  Open meetings: majority.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. 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.	Watch
<a href="#">SB 1241</a> <a href="#">Smallwood-Cuevas</a> D  Skilled and trained workforce requirements.	This bill is on the Suspense file in the Senate Appropriations Committee.	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.	Watch
<a href="#">SB 1275</a> <a href="#">McNerney</a> D  Sales and use tax exemption: vehicle license fee imposition: motor vehicles.	This bill is in the Senate Transportation Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District  
State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1292</a> <a href="#">Richardson D</a></p> <p>Enhanced curb management system.</p>	<p>This bill is in the Privacy, Digital Technologies, and Consumer Protection.</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>
<p><a href="#">SB 1361</a> <a href="#">Durazo D</a></p> <p>Transit-oriented housing developments: exceptions: housing development policy.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. This bill would additionally exempt from the above-described provisions certain local agencies or local governments if the entity has adopted a policy by January 1, 2026, to complete at least 10,000 housing units, at least 50% of which will be income restricted, by January 1, 2032, except as specified.</p>	<p>Watch</p>

San Mateo County Transit District  
State Legislative Matrix 4/17/2026

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 1375</a> <a href="#">Cortese D</a>  California Environmental Quality Act: exemptions: City of San Jose: Diridon Station.</p>	<p>This bill is in the Senate Transportation Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, 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**  
**Staff Report**

To: Legislative Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer

Subject: **Presentation on Draft Local Investment Plan for Potential Senate Bill 63  
Regional Tax Measure Return-to-Source Funds for San Mateo County Transit  
Purposes**

**Action**

Staff will present an informational update and seek Board of Directors (Board) feedback on a draft Local Investment Plan for San Mateo County Transit District (District) use of return-to-source funds that could be generated through a regional sales tax authorized by Senate Bill 63.

**Significance**

The Governor signed Senate Bill (SB) 63 in 2025 (Wiener/Arreguín), authorizing a November 2026 ballot measure to enact a 14-year sales tax of 0.5 percent in San Mateo, Alameda, Contra Costa, and Santa Clara counties and 1 percent in the City and County of San Francisco to fund regional transit. If successful, this ballot measure would: 1) prevent major transit service cuts on Caltrain, Bay Area Rapid Transit (BART), San Francisco Municipal Railway (Muni), and Alameda-Contra Costa Transit (AC Transit); 2) fund improvements to the transit rider experience; and 3) fund other county priorities, limited to public transit capital or operating improvements and targeted local road repairs on roads served by fixed-route transit service (referred to as “return-to-source funds”). Signature gathering by a citizens’ group to place this measure on the ballot is underway.

If the measure qualifies for the ballot and is passed by voters, the District will administer approximately \$50 million annually, for 14 years, in return-to-source funds for public transit investments in San Mateo County. Over the past few months, the District has been gathering public and stakeholder input to inform development of a Local Investment Plan for use of these funds.

The Board will receive a presentation on stakeholder and public input received to-date, and a draft Local Investment Plan. The draft Local Investment Plan reflects input from the public, a Stakeholder Advisory Group and Agency Advisory Group; the April 2026 Board of Directors meeting; and meetings with ad hoc committee consisting of Chair Chuang, Vice Chair Esser, and Director Gee. Staff will utilize additional Board, stakeholder and community input to create a final draft Local Investment Plan for Board consideration and adoption at its June meeting.

**Budget Impact**

There is no budget impact associated with this presentation.

**Background**

Discussions eventually leading to the passage of SB 63 began with the introduction of SB 1031 in March 2024. The Board has received reports and engaged with various legislative proposals consistently since that time. In August 2025, the Board voted to opt in to SB 63 with a half-cent tax rate in San Mateo County.

Prepared By: Jessica Epstein

Director, Government and  
Community Affairs

650-400-6451

New Slide Added on May 5, 2026



Board of Directors Meeting | May 6, 2026

# Agenda

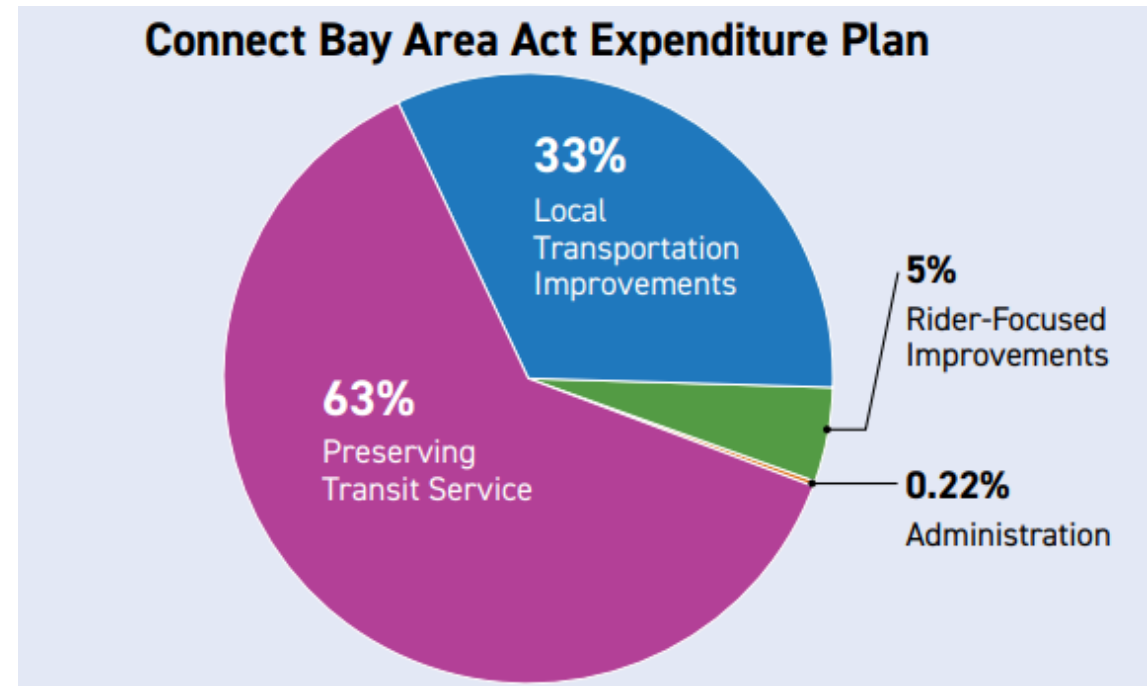
- **Key issue and context**
  - Connect Bay Area Measure: regional transit support and "return-to-source" funds
  - SamTrans financial outlook
- **Local Investment Plan preview: Proposed categories and percents**
  - **Supporting data for proposed categories**
    - Community input - survey results
    - Input from City Councils and other groups
    - Agency and Stakeholder Advisory Groups
  - **Discuss proposed categories and percents**
  - **Additional recommendations**

# Key Issue

- Caltrain, BART, SFMTA, and AC Transit are facing deficits as post-pandemic fare revenue lags and operating costs rise
- Despite ridership gains and cost efficiency measures, expenses are outpacing revenues
- Federal and state support has declined
- Need for a stable, predictable source of funds to keep these agencies operating at current service levels

# Connect Bay Area Measure

- 14-year, 1/2 cent sales tax in 4 counties (San Mateo, Santa Clara, Alameda, Contra Costa), full cent in San Francisco
- Would generate approx. \$980 million annually
- Includes accountability and oversight provisions



# Connect Bay Area Measure

Of San Mateo County tax revenues:

- **37%** to SamTrans to be administered locally
- **27%** to BART
- **24%** to Caltrain
- **7%** to Muni
- **5%** to MTC for rider-focused improvements

# Connect Bay Area Measure – San Mateo County Local Investment

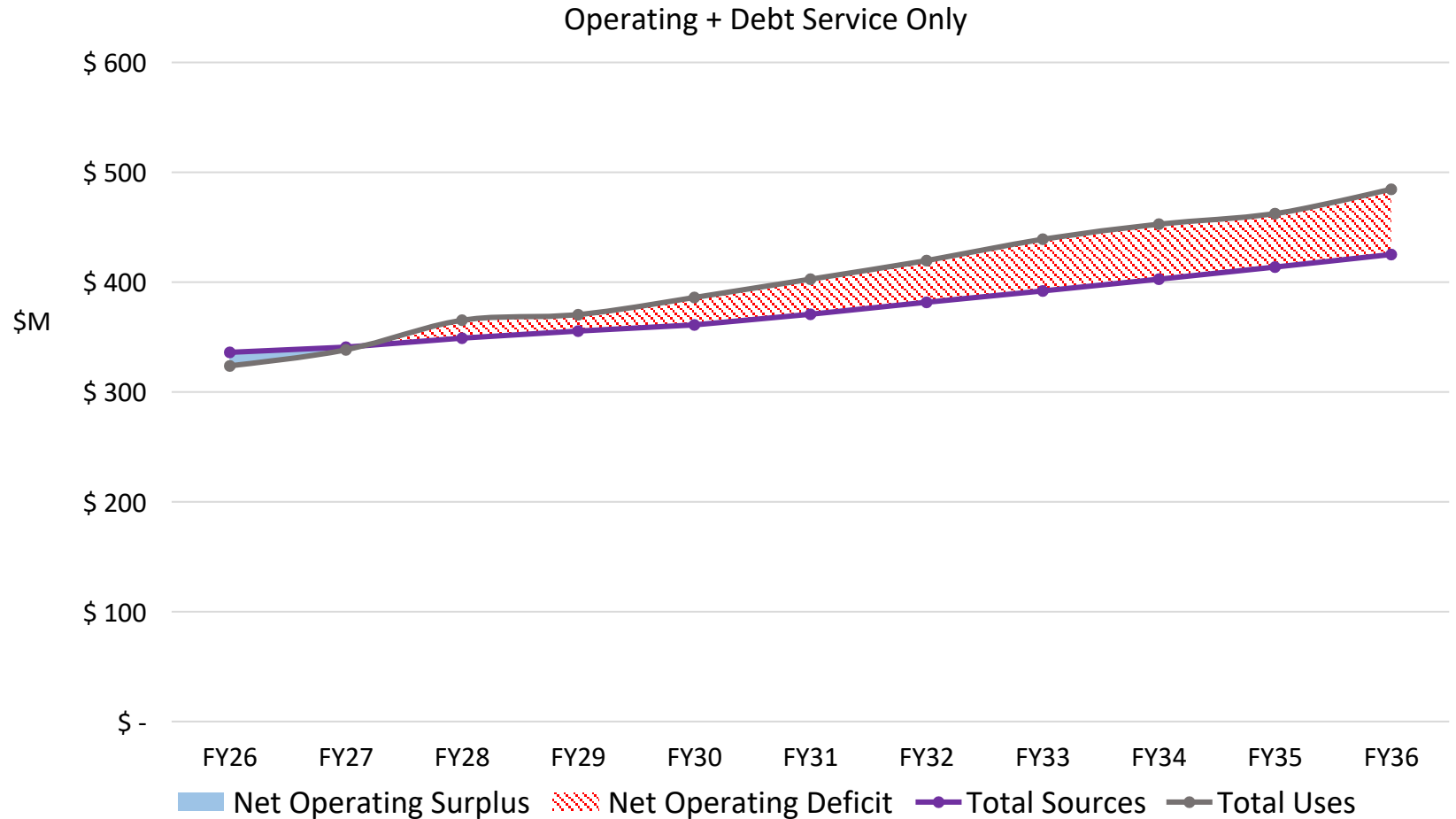
- Approximately \$50M annually for 14 years for public transit in San Mateo County; Total = \$700M
- Funds may be used for:
  - Public transit operations and capital
  - Public transit components of larger capital projects
  - Targeted pavement repairs on local roads served by fixed-route transit



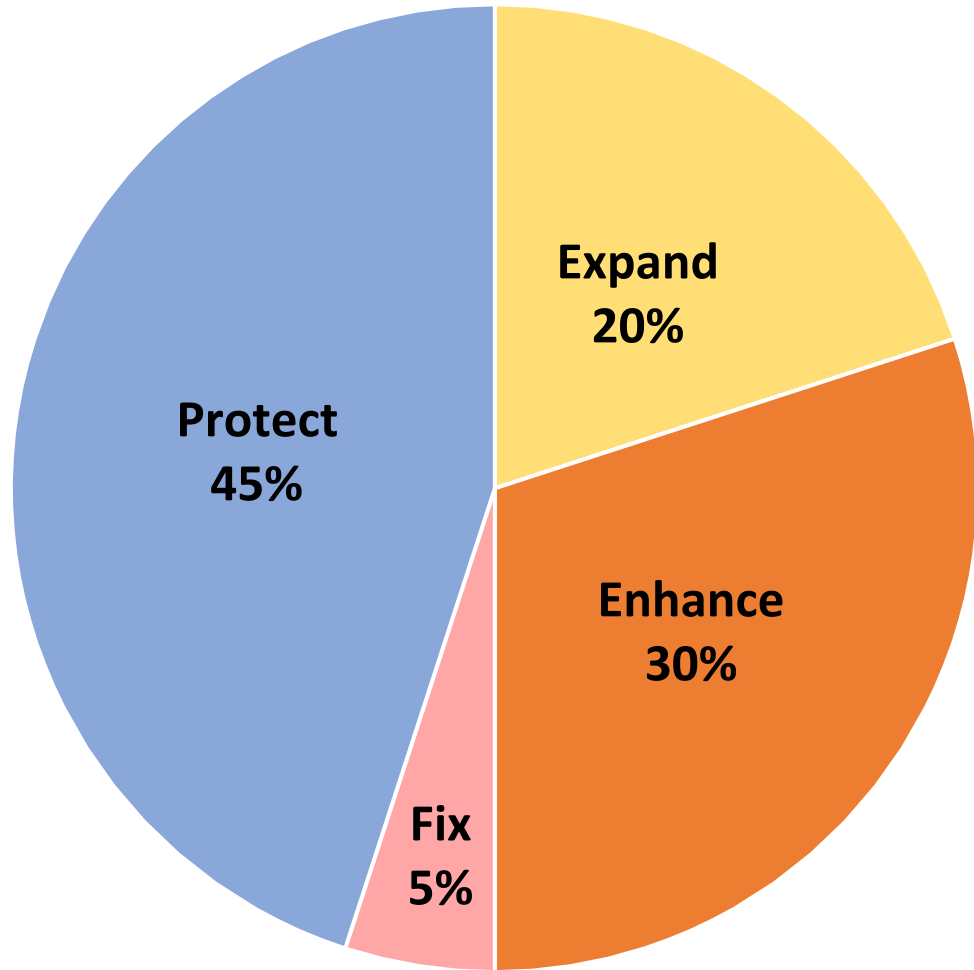
# SamTrans Financial Outlook

FY26-FY36 Operating Outlook (assumes zero new tax revenue)

- **Operating deficit projected to begin in FY28**
- Average annual deficit over next 10 years of nearly \$30M
- Increased labor, energy, and contracted services costs
- Proactive measures:
  - No new positions approved, reducing consultant use
  - Cuts across all discretionary spending
  - New revenue sources: advertising, partnerships, asset revenue study



# Local Investment Plan Preview: Proposed Categories and Percents



**Protect: 45%**

Prevent cuts to existing public transit services

**Enhance: 30%**

Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions

**Expand: 20%**

Expand affordable transit access for underserved communities, including the coast and vulnerable populations

**Fix: 5%**

Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes

# Supporting data for proposed categories

# Top Categories Across Inputs

**Top:**



Improve transit routes to reduce traffic on the most heavily traveled corridors



Enhance bus service to be more efficient, faster, and more reliable



Increase safety, cleanliness, and accessibility at bus stops



Expand access to transit for communities that are currently underserved



Continue free and reduced fare programs for seniors, students, and people with disabilities



Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses



Protect transit infrastructure against sea-level rise, flooding, and extreme weather



Repair potholes and fix streets along bus routes



Make repairs and upgrades to aging paratransit vehicles to ensure reliable service



Offer affordable ride-share and on-demand programs to more communities

# Community Input - Survey Results

## Total Survey Responses: 1,872

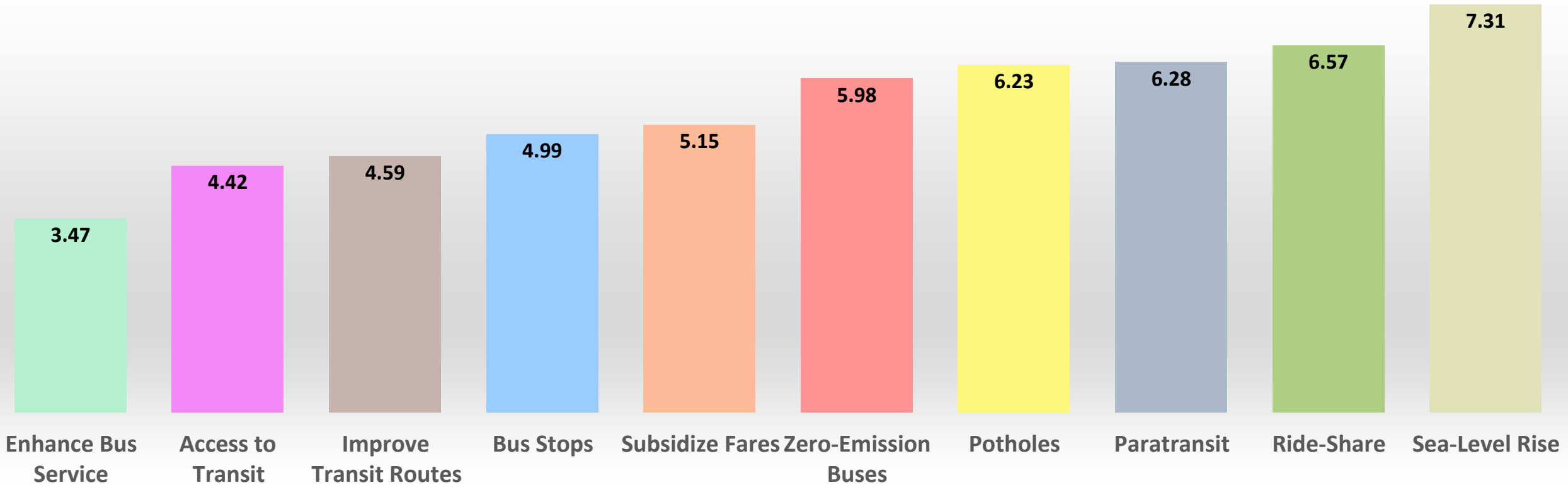
- Digital: 1,813
- Paper: 59

## Total Survey Comments: 578

- Survey translated into Spanish, Tagalog, Simplified Chinese
- Respondents had option to submit open-ended comments in addition to ranking categories

# Community Input – Average Score

Average rank per priority (1=highest, 10=lowest)



# Local Investment Plan Outreach

- **17 City Council presentations**
- **Presentations to other groups:**
  - SMCTA Board
  - C/CAG Board
  - SamTrans CAC
  - SMCTA CAC
  - North Fair Oaks Community Council
  - Midcoast Community Council
  - Pescadero Municipal Advisory Council
  - Paratransit Advisory Council
  - SamTrans Accessible Advisory Committee/Caltrain Accessible Advisory Committee
- **3 Agency Advisory Group meetings**
- **3 Stakeholder Advisory Group meetings**



# Presentations – What We've Heard (Slide 1 of 2)

- Concern about SamTrans' and other agencies' **deficits and long-term financial planning/accountability**
- Desire for more articulation of **what happens if tax doesn't pass**
- Broad support for SamTrans service, advocacy for **faster, more reliable service**
- Acknowledgement that **transit-dependent communities need service**
- Specific questions related to **local bus route and stop issues**
- Some desire for **free fare transit pilot projects**

## Presentations – What We’ve Heard (Slide 2 of 2)

- Support for improving **local east-west service gaps** including service to the **East Bay**
- Though Half Moon Bay largely happy with recent service changes, **rest of coast feels underserved**
- Strong interest in **neighborhood coverage and first/last-mile connections**, especially in rural, hillside and underserved areas
- **Mixed response on pothole funding**
- Preference for **paratransit service improvements** over upgrading aging vehicles
- Concern about how this sales tax could **impact other local taxes** potentially on the ballot

# AAG & SAG

- **Agency Advisory Group (AAG)**  
City Managers, Public Works Directors, community development and transportation staff
- **Stakeholder Advisory Group (SAG)**  
Business, non-profit, labor, special districts and other community groups
- Met on February 26, March 10, April 23



# Board Ad Hoc Feedback 4/10/26

- Liked showing SamTrans operations set-aside
- Requested feedback:
  - Collapse 10 categories + operations into 4-5 total
  - Determine category names
  - Determine percentages

# Feedback Exercise

**GROUP 1 AG**

**PLANNING for SUSTAINABLE + RESILIENT TRANSIT**

**AFFORDABLE, ACCESSIBLE, TRANST** 10%

**MAINTAIN AND IMPROVE INFRASTRUCTURE** 5%

OPS 95% RIDER EXP 92%

100%

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Repair potholes and fix streets along bus routes

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Offer affordable ride-share and on-demand programs to more communities

Continue free and reduced fare programs for seniors, students, and people with disabilities

Expand access to transit for communities that are currently underserved

**AAG Grow =**

Route Investments 15%

Support 10%

Infrastructure 5%

Climate

Expansion + Ops 60%

65%

Improve transit routes to reduce traffic on the most heavily traveled corridors

Increase safety, cleanliness, and accessibility at bus stops

Expand access to transit for communities that are currently underserved

Enhance bus service to be more efficient, faster, and more reliable

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Offer affordable ride-share and on-demand programs to more communities

Continue free and reduced fare programs for seniors, students, and people with disabilities

Expand access to transit for communities that are currently underserved

Repair potholes and fix streets along bus routes

**GROUP 2**

**Operations**

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Expand access to transit for communities that are currently underserved

Offer affordable ride-share and on-demand programs to more communities

Continue free and reduced fare programs for seniors, students, and people with disabilities

Increase safety, cleanliness, and accessibility at bus stops

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Repair potholes and fix streets along bus routes

**SAG #1**

25%

**3 Infrastructure (Current) + Equipment**

Enhance bus service to be more efficient, faster, and more reliable

Improve transit routes to reduce traffic on the most heavily traveled corridors

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Increase safety, cleanliness, and accessibility at bus stops

25%

**1 Ridership + Accessibility**

Continue free and reduced fare programs for seniors, students, and people with disabilities

Expand access to transit for communities that are currently underserved

Offer affordable ride-share and on-demand programs to more communities

40%

**4 Future Projects 10%**

Repair potholes and fix streets along bus routes

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

**SAG #3**

25%

**1. Improve Rider Experience**  
(efficient, preserve existing service, positive experience)

Enhance bus service to be more efficient, faster, and more reliable + Frequent

Increase safety, cleanliness, and accessibility at bus stops

30% MOST CRITICAL

**2. Reliable Infrastructure**

Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

Reduce greenhouse gas emissions and improve air quality by transitioning to zero-emission buses

Protect transit infrastructure against sea-level rise, flooding, and extreme weather

Repair potholes and fix streets along bus routes

25%

**3. Affordable access for priority Communities**

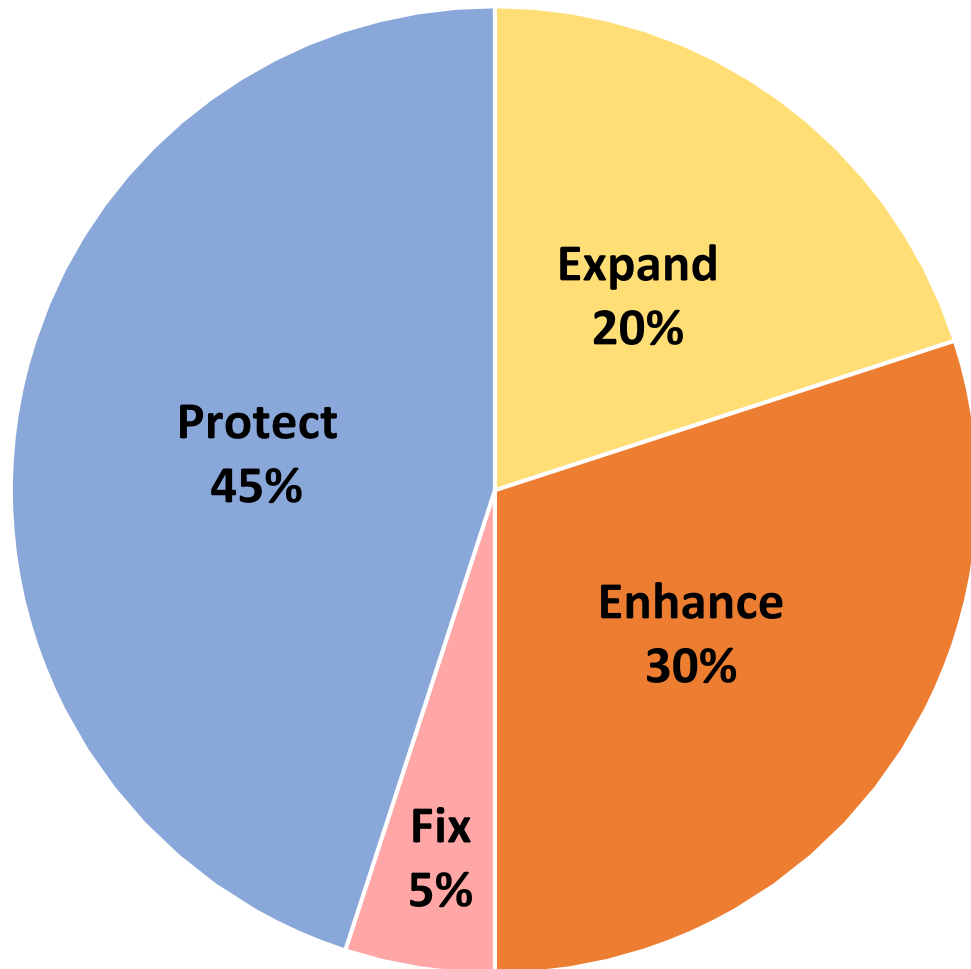
Offer affordable ride-share and on-demand programs to more communities

Expand access to transit for communities that are currently underserved

# SAG and AAG Feedback

- Every group supported **addressing operational deficit** (most around 50%)
- **Expansion to underserved communities** was important to all groups
- Affordable **ride-share** and **continuing fare programs** were important for expanding access
- Investment in **infrastructure** was also a priority (e.g. new bus stops, bus only lanes)
- No group had more than 5% dedicated to **climate/sustainability**. ZEB and GHG reduction seen as potentially too big an issue for amount of funds, but desire to build in flexibility for planning
- **Potholes** did not rise to the top
- Strong support for **Grand Boulevard Initiative (GBI)** type projects
- Prioritize **human/rider-centric improvements**

# Local Investment Plan Recommendation

**Protect: 45%**

Prevent cuts to existing public transit services

**Enhance: 30%**

Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions

**Expand: 20%**

Expand affordable transit access for underserved communities, including the coast and vulnerable populations

**Fix: 5%**

Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes

# Recommendation

## Enhance: 30%

Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions



Improve transit routes to reduce traffic on the most heavily traveled corridors



Enhance bus service to be more efficient, faster, and more reliable



Increase safety, cleanliness, and accessibility at bus stops

## Protect: 45%

Prevent cuts to existing public transit services

Operational Deficit

## Fix: 5%

Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes



Increase safety, cleanliness, and accessibility at bus stops



Repair potholes and fix streets along bus routes

## Expand: 20%

Expand affordable transit access for underserved communities, including the coast and vulnerable populations



Expand access to transit for communities that are currently underserved



Offer affordable ride-share and on-demand programs to more communities



Continue free and reduced fare programs for seniors, students, and people with disabilities



Make repairs and upgrades to aging paratransit vehicles to ensure reliable service

No special call-out for ZEB and Sea Level Rise

# Proposed Recommendation Example Projects

## Enhance: 30%

### *Example projects:*

- Grand Boulevard Initiative projects
- Reimagine Dumbarton
- Transit Signal Priority
- Bus stop amenities, real-time information
- Zero-emission bus transition
- Route improvement studies

## Protect: 45%

Operational deficit:  
prevent cuts to existing  
public transit services

## Fix: 5%

### *Example projects*

- Maintain bus stops, facilities and property
- Emphasis on safety and cleanliness
- Pothole money on top of existing city spending levels
- Flooding protection

## Expand: 20%

### *Example projects*

- East/West and Coastal service studies
- New/expanded Ride Plus or pilots
- Support for fare programs
- Paratransit enhancements

# Additional Recommendations (Slide 1 of 2)

## Flexibility

- The Local Investment Plan reflects the current Board's priorities, sets a framework for future Boards, and includes a review every three years
- The percentages apply to total funding over the life of the measure, not annual allocations
- The Local Investment Plan percentages are aspirational and may shift modestly over the 14-year period in response to changing conditions, while remaining within proposed categories

## Accountability

- Board commitment to reducing SamTrans' operational deficit through public and transparent process; reduce expenses and grow revenues

# Additional Recommendations (Slide 2 of 2)

## Partnership

- Pilot programs require city skin in the game (could be in-kind) with understanding they will be cancelled if ridership does not materialize

## Impact

- Local Investment Plan allows funding for some smaller-scale projects, and planning and/or local match funding for larger projects, but prioritizes near-term visible deliverables (e.g. bus stops) over mega projects (e.g. sea level rise mitigation)





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

## **NOTICE OF CANCELLATION**

### **San Mateo County Transit District**

#### **Strategic Planning, Development, and Sustainability Committee Meeting / Committee of the Whole**

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

Strategic Planning, Development, and Sustainability  
Committee Meeting / Committee of the Whole  
for Wednesday, May 6, 2026  
is cancelled as there are no business items this month.

The next scheduled meeting is **Wednesday, June 3, 2026**  
**to be held at San Mateo County Transit District,**  
**Public Hearing Room, 5th Floor,**  
**166 North Rollins Road, Millbrae, CA 94030.**

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.