



**BOARD OF DIRECTORS 2025**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## **REVISED AGENDA**

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

#### **Board of Directors Meeting**

April 2, 2025, 2:00 pm

**Primary Location:**

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

**Secondary Location:**

**41 Sea Crest Court**  
**El Granada, CA 94018**

Members of the public may attend in-person or participate remotely via Zoom at: <https://us02web.zoom.us/j/81001317517?pwd=6LuOhomk1KpISW9X2CbpthZRGrealA.1> or by entering Webinar ID: **810 0131 7517**, Passcode: **792571** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

***Please Note the following COVID-19 Protocols for in-person attendance:***

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
  - Cough
  - Shortness of Breath
  - Fever
  - Chills
  - Muscle Pain
  - Sore Throat
  - Loss of Taste or Smell
2. Wearing of masks is recommended but not required.

**Public Comments:** Public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and 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

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

to use the Raise Hand feature for public comment. Each commenter will be recognized to speak and callers should dial \*6 to unmute themselves when recognized to speak.

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

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

**Wednesday, April 2, 2025**

**2:00 pm**

- 
1. Call to Order / Pledge of Allegiance
  2. Roll Call
  3. Consent Calendar
    - 3.a. Approval of Minutes of the Board of Directors Meeting of March 5, 2025 Motion
    - 3.b. Accept Statement of Revenues and Expenses for the Period Ending February 28, 2025 Motion
    - 3.c. Awarding a Contract to Auction Exchange, Inc. DBA BAR NONE AUCTION for Auction Services for a Total Not-to-Exceed Amount of \$402,230.00 for a Five-Year Term Resolution
    - 3.d. Modifying the Project Description for the New Building 200 Project and Adopting an Addendum to the Negative Declaration 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
  6. Report of the General Manager/CEO
    - 6.a. Report of the General Manager/CEO | March 26, 2025 Informational
    - 6.b. Presentation of Awards for Bus Operator and Maintenance Employee of the Year 2024 Informational
    - 6.c. Presentation of Safety Award Informational

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



6.d. Monthly New Headquarters Construction Status Update Informational

7. Recess to Committee Meetings

7.a. Community Relations Committee / Committee of the Whole  
*D. Canepa (Chair), M. Fraser, J. Speier*

7.a.1. Call to Order

7.a.2. Approval of Minutes of the Community Relations Committee Meeting of March 6, 2025 Motion

7.a.3. Accessible Services Update Informational

7.a.4. Citizens Advisory Committee Update Informational

7.a.5. Paratransit Advisory Council Update Informational

7.a.6. Monthly State of Service Report | February 2025 Informational

7.a.7. Adjourn

7.b. Finance Committee / Committee of the Whole  
*B. Esser (Chair), D. Canepa, R. Medina*

7.b.1. Call to Order

7.b.2. Approval of Minutes of the Finance Committee Meeting of March 5, 2025 Motion

7.b.3. Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract to Increase the Amount by \$4.7 Million Motion

7.b.4. Implementation of Caltrain Governance MOU: Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project Motion

7.b.5. Adjourn

- 7.c. Legislative Committee / Committee of the Whole  
*J. Powell (Chair), P. Ratto, J. Speier*
  - 7.c.1. Call to Order
  - 7.c.2. Approval of Minutes of the Legislative Committee Meeting of March 5, 2025 Motion
  - 7.c.3. Receive Legislative Update and Approve Legislative Proposal Senate Bill 752 (Richardson) Motion
  - 7.c.4. Adjourn
  
- 7.d. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole  
*R. Medina (Chair), M. Chuang, P. Ratto*
  - 7.d.1. Call to Order
  - 7.d.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of February 5, 2025 Motion
  - 7.d.3. Introducing the Central El Camino Real Multimodal Plan Informational
  - 7.d.4. Adjourn
  
- 8. Reconvene Board of Directors Meeting
  
- 9. Matters for Board Consideration: Finance Committee
  - 9.a. Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract to Increase the Amount by \$4.7 Million Resolution
  - 9.b. Implementation of Caltrain Governance MOU: Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project Resolution
  
- 10. Matters for Board Consideration: Legislative Committee
  - 10.a. Receive Legislative Update and Approve Legislative Proposal Senate Bill 752 (Richardson) Motion

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

11. Communications to the Board of Directors

12. Board Member Requests / Comments

13. Date / Time of Next Regular Meeting: Wednesday, May 7, 2025, at 2:00 pm

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

14. General Counsel Report

15. Adjourn

## Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-551-6108. Agendas are available on the SamTrans website at: <https://www.samtrans.com/meetings>. Communications to the Board of Directors can be emailed to [board@samtrans.com](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. Prior to the meeting's call to order, public comments may be submitted to [publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>.

Public comments will also be accepted during the meeting through Zoom or the teleconference number listed above. Public comments on individual agenda items are limited to two minutes and one per person PER AGENDA ITEM. Each online commenter will be automatically notified when they are unmuted to speak. The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting.

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

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

**San Mateo County Transit District**  
**1250 San Carlos Avenue, San Carlos, California**  
**Board of Directors**  
**DRAFT Minutes of March 5, 2025**

**Members Present:** D. Canepa, B. Esser, R. Medina, J. Powell, P. Ratto, J. Speier (arrived 2:08 pm), J. Gee (Chair)

**Members Present via Teleconference:** M. Chuang (Vice Chair), M. Fraser

**Members Absent:** None

**Staff Present:** T. Bartholomew, J. Cassman, A. Chan, J. Epstein, K. Jordan Steiner, L. Lumina-Hsu, D. Olmeda, A. Rivas, H. Salem, J. Steketee, A. To, M. Tseng, K. Yin

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

Chair Jeff Gee called the meeting to order at 2:01 pm. Director Powell led the Pledge of Allegiance.

**2. Roll Call**

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

**3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances**

Chair Gee noted Directors Chuang and Fraser invoked Assembly Bill (AB) 2449 and attended remotely.

Motion/Second: Medina/Esser

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

Noes: None

Abstain: Fraser, Chuang

Absent: Speier

**4. Report from Closed Session at February 5, 2025 Board Meeting**

**4.a. Closed Session: Public Employee Performance Evaluation under Government Code Section 54957(b) and Conference with Labor Negotiator under Government Code Section 54957.6.**

**Title/Unrepresented Employee: General Manager/CEO**

**Agency-designated Representative: Immediate Past Chair Marina Fraser**

**4.b. Authorizing Amendment of the General Manager/CEO's Employment Agreement and Awarding Performance Pay for the November 1, 2023-24 Contract Year –  
*Approved by Resolution No. 2025-09***

For Item 4.a., Joan Cassman, Legal Counsel, stated the Board had no reportable action.

For Item 4.b., Ms. Cassman reported the Board agreed to changes in the General Manager's employment agreement which were captured within the resolution and second amendment.

Ms. Cassman stated changes from the prior agreement include an increase to the General Manager's base salary reflecting the 4 percent global increase and performance pay.

Motion/Second: Canepa/Ratto

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

Noes: None

Absent: None

Abstain: Speier

**5. Consent Calendar**

**5.a. Approval of Minutes of the Board of Directors Meeting of February 5, 2025**

**5.b. Acceptance of Statement of Revenues and Expenses for the Period Ending January 31, 2025**

**5.c. Accept Quarterly Fuel Hedge Update for Quarter 2 of Fiscal Year 2025**

Motion/Second: Powell/Canepa

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

Noes: None

Absent: None

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

Wen commented on FCX route change, negative experience, and traffic.

Yan Wang commented on FCX route change, negative experience, increased travel time, and traffic.

Joaquin Jimenez, Half Moon Bay, commented on Measure A and bus wrap consideration representing the farmworker community of the San Mateo County coast side.

## 7. Report of the Chair

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

Tasha Bartholomew, Media Relations Manager, provided the staff presentation including reading several Whereas statements from the proclamation.

Motion/Second: Medina/Speier

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

Noes: None

Absent: None

## 8. Report of the General Manager/CEO

### 8.a. Report of the General Manager/CEO | February 26, 2025

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

- Bond refinancing transaction completion and successful bond sale
- Regional Measure proposal and SamTrans and Transportation Authority (TA) intertwined roles
- Caltrain funding from partner agencies and Measure A
- League of Women's Voters panel and meeting with Legislators in Sacramento
- Pilot program formed to provide mentorship for the operators

### 8.b. Monthly New Headquarters Construction Status Update

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

- City of Millbrae permitting process
- Furniture procurement and interior design improvements; Risk mitigation for items impacted by tariffs
- Risk register review of pricing schedule, permitting process, and delayed comments from subject matter experts (SMEs) to design
- Critical issue identified as landlord will not carry non-tenant improvement contracts on behalf of SamTrans. SamTrans to hire a general contractor and going through procurement process to complete work outside landlord's responsibility
- Off-site agency vehicle parking, Caltrain lease, and retail lease will be brought to Board at later date for approval

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

- City of Millbrae potential rental
- Include tariffs to risk register and tariff impacts on pricing

### **8.c. Innovative Clean Transit Plan and Emission Zero Program Update**

David Olmeda, Chief Operating Officer, Bus Operations, and Heather Salem, Manager, Grants and Fund Programming, provided the presentation that included the following:

- Board approved plan eliminate diesel procurement, accelerated conversion to zero emission vehicles (ZEV)
- Staff evaluated elements informing decision of plan, fleet, cost, infrastructure, performance of vehicles in providing SamTrans services
- Current fleet of 322 buses with 155 zero emission buses (ZEB), remaining 167 buses composition will require Board action
- North Base infrastructure improvements include battery electric chargers, hydrogen fuelers, and maintenance bays. North Base needs permanent hydrogen station and additional maintenance bay.
- South Base infrastructure needed improvements include additional power, charging stations, and switchgear
- Reviewed federal funding, risks, and mitigation including executed and available Federal Transit Administration (FTA) funding and disbursements; state grants, incentives, vouchers; and local grants and funds

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

- Mitigate sea level rise during infrastructure improvements
- Partnerships with airport and city
- Funding risks, contingency planning, sales tax, and SamTrans portfolio
- Longevity of current fleet, maintenance, parts and materials
- Partnerships with Peninsula Clean Energy (PCE) and Pacific Gas & Electric (PG&E) for renewable energy and reduce energy costs
- Convene Innovative Clean Transit (ICT) ad hoc committee and charge with alternate plans ready for Board workshop

#### Public Comment

Roland commented on hydrogen refueling station, federal funding, renewable energy, and energy costs.

### **9. Recess to Committee Meetings**

**9.a. Community Relations Committee / Committee of the Whole**

**9.b. Finance Committee / Committee of the Whole**

**9.c. Legislative Committee / Committee of the Whole**

**9.d. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole**

The Board meeting recessed to Committee Meetings at 3:21 pm.



Item 9.d. Strategic Planning, Development, and Sustainability Committee was cancelled as there were no business items. Next meeting is scheduled for Wednesday, April 2, 2025.

**10. Reconvene Board of Directors Meeting**

Director Gee reconvened the Board meeting at 4:44 pm.

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

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

**11.e. Adopt District Debarment Policy – Approved by Resolution No. 2025-10**

Motion/Second: Speier/Canepa

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

Noes: None

Absent: None

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

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

**12.a. Legislative Update and Approve Legislative Proposals: Senate Bill 272 (Becker), Senate Bill 71 (Wiener), and Assembly Bill 394 (Wilson)**

Motion/Second: Medina/Esser

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

Noes: None

Absent: None

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

**14. Board Member Requests/Comments – There were none.**

**15. Date / Time of Next Regular Meeting: Wednesday, April 2, 2025 at 2:00 pm at via Zoom and in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA.**

**16. General Counsel Report – There was no report.**

**17. Adjourn – The meeting adjourned at 4:46 pm.**

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Accept Statement of Revenues and Expenses for the Period Ending  
February 28, 2025**

**Action**

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending February 28, 2025, including the supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through February 28, 2025. The columns have been designed to provide an easy comparison of current year-to-date actuals to year-to-date budget, including dollar and percentage variances.

**Revenues:**

As of February 28, 2025, revenues were \$229.7 million as compared to \$241.0 million of the adopted budget, resulting in an unfavorable variance of \$11.3 million (4.7 percent).

This unfavorable variance was driven by:

- Operating Grants was \$0.6 million as compared to the adopted budget of \$3.1 million, resulting in an unfavorable variance of \$2.5 million (79.9 percent). \$2.2 million of Federal Transit Administration (FTA) funds for paratransit program will be received in March 2025. The City/County Association of Government of San Mateo County (C/CAG) grant is also anticipated to be received in Quarter 3.
- District Sales Tax was \$75.3 million as compared to the adopted budget of \$78.4 million, resulting in an unfavorable variance of \$3.1 million (3.9 percent).
- Measure W Sales Tax was \$37.7 million as compared to the adopted budget of \$39.2 million, resulting in an unfavorable variance of \$1.5 million (3.7 percent).

Sales tax receipts continue to show unfavorable trends, and our vendor has adjusted the year-end forecast downward. The latest sales tax forecast for District Sales Tax and Measure W is \$5.0 million (2.8 percent) below the Fiscal Year (FY) 2025 budget. This projected shortfall, while significant compared to budget, is only a 0.9 percent decline from FY2024 actuals. Staff will update the upcoming forecast to incorporate this information and continue to monitor trends closely.

The unfavorable variances were partially offset by the favorable variances in the following:

- Investment Income was \$17.1 million as compared to the adopted budget of \$8.5 million, resulting in a favorable variance of \$8.6 million (101.0 percent). This is driven by a one-time receipt of \$2.7 million in November 2024 associated with the maturity of an asset in addition to higher interest rates.
- Other Interest, Rent & Other Income was \$7.0 million compared to the adopted budget of \$6.3 million, resulting in a favorable variance of \$0.7 million (10.8 percent). This was primarily driven by a one-time \$0.4 million referral fee payment from CBRE.

**Expenses:**

As of February 28, 2025, expenses were \$246.2 million as compared to \$259.1 million of the adopted budget, resulting in a favorable variance of \$12.9 million (5.0 percent).

This favorable variance was primarily driven by the following:

- Motor Bus was \$137.4 million as compared to \$142.4 million of the adopted budget, resulting in a favorable variance of \$5.0 million (3.5 percent). These savings are mainly due to timing and are expected to resolve by the end of the fiscal year. The drivers of the interim savings are consultant services, technical services including security, software, and Contracted Urban Bus (CUB). This favorable variance is expected to continue through FY25 year-end.
- American Disabilities Act Programs was \$15.0 million as compared to \$16.0 million of the adopted budget, resulting in a favorable variance of \$1.0 million (6.2 percent). These savings are primarily due to less service than anticipated in American Disabilities Act Coastside and due to greater efficiency in newer fleet (less gasoline) and less needs for parts and maintenance. This favorable variance is expected to continue through FY25 year-end while partially offset by Elderly & Disabled/Redi-Wheels due to increased demand.
- Other Multi-Modal Programs was \$4.8 million as compared to \$5.4 million of the adopted budget, resulting in a favorable variance of \$0.6 million (12.2 percent). This favorable variance is expected to continue through FY25 year-end, mainly driven by savings in SamTrans shuttle service due to lost service, missing incentives, assessment savings, and fuel surcharge savings.

The savings were partially offset by an increased allocation to reserves.

- The reserve allocation for Measure W Capital Allocation was \$13.1 million, exceeding the \$6.1 million budget by \$7.0 million (114.2 percent). This variance is due to timing, as Measure W receipts have outpaced expenses year-to-date. The higher reserve allocation ensures funds are retained for future eligible expenses and is expected to align with the budget as the year progresses and additional expenses are incurred.

**Other Information:** The Agency accounts for revenues and expenses on a modified accrual basis (only material revenues and expenses are accrued) on the monthly financial statement. As such, the variance between the current year's actual and the budget may show noticeable variances due to the timing of expenses.

**Budget Impact**

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

|              |              |                                |              |
|--------------|--------------|--------------------------------|--------------|
| Prepared By: | Jessica Wong | Financial Reporting Accountant | 650-551-6180 |
|              | Annie To     | Director, Accounting           | 650-622-7890 |

|   | YEAR-TO-DATE       |                    |                    |                | ANNUAL            |
|---|--------------------|--------------------|--------------------|----------------|-------------------|
|   | FEBRUARY           |                    |                    |                |                   |
|   | BUDGET             | ACTUAL             | \$ VARIANCE        | % VARIANCE     | BUDGET            |
| (In thousands)                                      |                    |                    |                    |                |                   |
| <b>OPERATING REVENUES</b>                           |                    |                    |                    |                |                   |
| <b>Operating Revenues</b>                           |                    |                    |                    |                |                   |
| Passenger Fares                                     | \$ 9,008           | \$ 8,713           | \$ (294)           | (3.3%)         | \$ 13,251         |
| Local TDA and STA Funds                             | 49,736             | 49,736             | -                  | 0.0%           | 76,287            |
| Operating Grants                                    | 3,093              | 623                | (2,470)            | (79.9%)        | 5,016             |
| SMCTA Measure A                                     | 3,101              | 3,101              | -                  | 0.0%           | 4,720             |
| <b>Subtotal - Operating Revenues</b>                | <b>64,938</b>      | <b>62,174</b>      | <b>(2,765)</b>     | <b>(4.3%)</b>  | <b>99,275</b>     |
| <b>Other Revenue Sources</b>                        |                    |                    |                    |                |                   |
| District Sales Tax                                  | 78,376             | 75,305             | (3,071)            | (3.9%)         | 117,823           |
| Measure W Sales Tax                                 | 39,182             | 37,717             | (1,465)            | (3.7%)         | 58,912            |
| Investment Income                                   | 8,539              | 17,167             | 8,628              | 101.0%         | 14,335            |
| Other Interest, Rent & Other Income                 | 6,298              | 6,977              | 680                | 10.8%          | 9,274             |
| Due from PCJPB, SMCTA & SAMTR Capital W&B           | 43,654             | 30,354             | (13,300)           | (30.5%)        | 65,481            |
| <b>Subtotal - Other Revenues</b>                    | <b>176,049</b>     | <b>167,520</b>     | <b>(8,529)</b>     | <b>(4.8%)</b>  | <b>265,825</b>    |
| <b>TOTAL REVENUES</b>                               | <b>\$ 240,987</b>  | <b>\$ 229,694</b>  | <b>\$ (11,293)</b> | <b>(4.7%)</b>  | <b>\$ 365,099</b> |
| <b>OPERATING EXPENSES</b>                           |                    |                    |                    |                |                   |
| PCJPB, SMCTA & SAMTR Capital W&B                    | 43,654             | 30,354             | 13,300             | 30.5%          | 65,481            |
| Motor Bus   | 142,435            | 137,434            | 5,000              | 3.5%           | 216,860           |
| American Disabilities Act Programs                  | 16,033             | 15,040             | 992                | 6.2%           | 24,944            |
| Other Multi-Modal Programs                          | 5,448              | 4,781              | 666                | 12.2%          | 8,646             |
| <b>Total Operating Expenses</b>                     | <b>207,569</b>     | <b>187,610</b>     | <b>19,958</b>      | <b>9.6%</b>    | <b>315,930</b>    |
| <b>Sales Tax Allocation - Capital Program</b>       |                    |                    |                    |                |                   |
| District Sales Tax Capital                          | 24,425             | 24,425             | -                  | 0.0%           | 36,638            |
| Measure W Sales Tax Capital                         | 17,634             | 17,634             | -                  | 0.0%           | 26,452            |
| Reserves for Future Measure W Capital Allocation    | 6,120              | 13,108             | (6,988)            | (114.2%)       | 9,180             |
| <b>Total Sales Tax Allocation - Capital Program</b> | <b>48,180</b>      | <b>55,168</b>      | <b>(6,988)</b>     | <b>(14.5%)</b> | <b>72,270</b>     |
| <b>Total Debt Service</b>                           | <b>3,374</b>       | <b>3,400</b>       | <b>(26)</b>        | <b>(0.8%)</b>  | <b>19,138</b>     |
| Operating Reserve                                   | -                  | -                  | -                  | -              | 516               |
| Sales Tax Stabilization Fund                        | -                  | -                  | -                  | -              | 134               |
| <b>Total Reserves</b>                               | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>       | <b>650</b>        |
| <b>TOTAL EXPENSES</b>                               | <b>\$ 259,122</b>  | <b>\$ 246,178</b>  | <b>\$ 12,944</b>   | <b>5.0%</b>    | <b>\$ 407,988</b> |
| <b>SURPLUS/(DEFICIT)</b>                            | <b>(18,135)</b>    | <b>(16,484)</b>    | <b>1,651</b>       | <b>9.1%</b>    | <b>(42,888)</b>   |
| <b>Draw from Prior Years' Surplus</b>               | <b>-</b>           | <b>-</b>           | <b>-</b>           | <b>-</b>       | <b>42,888</b>     |
| <b>ADJUSTED SURPLUS/(DEFICIT)</b>                   | <b>\$ (18,135)</b> | <b>\$ (16,484)</b> | <b>\$ 1,651</b>    | <b>9.1%</b>    | <b>-</b>          |

| REVENUES  | YEAR-TO-DATE<br>FEBRUARY |                   |                    |                | ANNUAL            |
|---|--------------------------|-------------------|--------------------|----------------|-------------------|
|   | BUDGET                   | ACTUAL            | \$                 | %              | BUDGET            |
|   |                          |                   | VARIANCE           | VARIANCE       |                   |
| (In thousands)  |                          |                   |                    |                |                   |
| <b>OPERATING REVENUES - MOTOR BUS</b>                                     |                          |                   |                    |                |                   |
| Passenger Fares   | \$ 8,608                 | \$ 8,284          | \$ (324)           | (3.8%)         | \$ 12,653         |
| Local Transportation Development Act (TDA) Transit Fund                   | 37,883                   | 37,883            | -                  | 0.0%           | 57,722            |
| State Transit Assistance (STA)  | 8,997                    | 8,997             | -                  | 0.0%           | 14,160            |
| Operating Grants  | 775                      | 185               | (590)              | (76.2%)        | 1,280             |
| Sales Tax Revenue   | 64,814                   | 59,133            | (5,680)            | (8.8%)         | 96,363            |
| Measure W Sales Tax   | 11,113                   | 3,218             | (7,895)            | (71.0%)        | 17,993            |
| Investment Interest Income  | 7,939                    | 16,463            | 8,525              | 107.4%         | 13,401            |
| <b>TOTAL OPERATING REVENUES</b>   | <b>140,128</b>           | <b>134,163</b>    | <b>(5,965)</b>     | <b>(4.3%)</b>  | <b>213,572</b>    |
| <b>OTHER REVENUE SOURCES:</b>   |                          |                   |                    |                |                   |
| Rental Income   | 1,258                    | 1,968             | 709                | 56.3%          | 1,888             |
| Advertising Income  | 673                      | 511               | (162)              | (24.1%)        | 770               |
| Other Income  | 375                      | 793               | 418                | 111.2%         | 630               |
| <b>TOTAL OTHER REVENUES</b>   | <b>2,307</b>             | <b>3,272</b>      | <b>965</b>         | <b>41.8%</b>   | <b>3,288</b>      |
| <b>TOTAL REVENUES - MOTOR BUS</b>   | <b>\$ 142,435</b>        | <b>\$ 137,434</b> | <b>\$ (5,000)</b>  | <b>(3.5%)</b>  | <b>\$ 216,860</b> |
| <b>AMERICAN DISABILITIES ACT:</b>   |                          |                   |                    |                |                   |
| Passenger Fares Redi-Wheels   | 400                      | 429               | 30                 | 7.4%           | 598               |
| Local Transportation Development Act (TDA) 4.5 Redi-Wheels                | 2,007                    | 2,007             | -                  | 0.0%           | 3,064             |
| Local State Transit Assistance (STA) - Paratransit                        | 850                      | 850               | -                  | 0.0%           | 1,341             |
| Operating Grants  | 2,318                    | 438               | (1,880)            | (81.1%)        | 3,737             |
| Sales Tax Revenue - American Disabilities Act                             | 2,904                    | 3,755             | 851                | 29.3%          | 4,578             |
| Measure W Sales Tax - American Disabilities Act                           | 3,052                    | 3,755             | 704                | 23.1%          | 4,771             |
| Interest Income - Paratransit Fund  | 600                      | 704               | 103                | 17.2%          | 934               |
| SMCTA Measure A Redi-Wheels   | 3,101                    | 3,101             | -                  | 0.0%           | 4,720             |
| Measure M Paratransit   | 800                      | -                 | (800)              | (100.0%)       | 1,200             |
| <b>TOTAL ADA PROGRAMS</b>   | <b>\$ 16,033</b>         | <b>\$ 15,040</b>  | <b>\$ (992)</b>    | <b>(6.2%)</b>  | <b>\$ 24,944</b>  |
| <b>MULTI-MODAL TRANSIT PROGRAMS:</b>                                      |                          |                   |                    |                |                   |
| Employer SamTrans Shuttle Funds   | 3,069                    | 3,018             | (51)               | (1.7%)         | 4,604             |
| Dumbarton Rental Income   | 122                      | 146               | 24                 | 19.9%          | 182               |
| Sales Tax Revenue - General Operating Assistance                          | 2,257                    | 1,617             | (640)              | (28.3%)        | 3,860             |
| <b>TOTAL MULTI-MODAL PROGRAMS</b>   | <b>\$ 5,448</b>          | <b>\$ 4,781</b>   | <b>\$ (666)</b>    | <b>(12.2%)</b> | <b>\$ 8,646</b>   |
| Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way | -                        | 541               | 541                | 100.0%         | -                 |
| Unapplied District Sales Tax  | 8,402                    | 10,799            | 2,398              | 28.5%          | 13,022            |
| Unapplied Measure W Sales Tax   | 25,017                   | 30,743            | 5,726              | 22.9%          | 36,147            |
| Due from PCJPB, SMCTA & SAMTR Capital W&B                                 | 43,654                   | 30,354            | (13,300)           | (30.5%)        | 65,481            |
| <b>TOTAL REVENUES</b>   | <b>\$ 240,987</b>        | <b>\$ 229,694</b> | <b>\$ (11,293)</b> | <b>(4.7%)</b>  | <b>\$ 365,099</b> |



**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2025  
AS OF FEBRUARY 28, 2025**

(In thousands)

| EXPENSES  | YEAR-TO-DATE      |                   |                 |               | ANNUAL            |
|---|-------------------|-------------------|-----------------|---------------|-------------------|
|   | FEBRUARY          |                   |                 |               |                   |
|   | BUDGET            | ACTUAL            | \$<br>VARIANCE  | %<br>VARIANCE | BUDGET            |
| <b>DISTRICT OPERATED BUSES</b>                        |                   |                   |                 |               |                   |
| Services:   |                   |                   |                 |               |                   |
| Motor Bus Wages & Benefits                            | \$ 75,786         | \$ 76,608         | \$ (822)        | (1.1%)        | \$ 114,044        |
| Board of Directors                                    | 94                | 118               | (24)            | (25.5%)       | 142               |
| Contracted Vehicle Maintenance                        | 835               | 477               | 358             | 42.9%         | 1,352             |
| Property Maintenance                                  | 2,000             | 1,329             | 672             | 33.6%         | 3,038             |
| Professional Services                                 | 4,709             | 2,962             | 1,747           | 37.1%         | 7,826             |
| Technical Services                                    | 9,338             | 8,145             | 1,193           | 12.8%         | 14,874            |
| Other Services  | 3,430             | 2,975             | 455             | 13.3%         | 5,401             |
| Materials & Supplies:                                 |                   |                   |                 |               |                   |
| Fuel and Electricity*                                 | 3,568             | 3,640             | (72)            | (2.0%)        | 5,557             |
| Bus Parts and Materials                               | 2,427             | 2,871             | (444)           | (18.3%)       | 3,649             |
| Uniforms and Driver Expense                           | 581               | 341               | 239             | 41.2%         | 851               |
| Timetables and Tickets                                | 117               | 80                | 37              | 31.6%         | 176               |
| Office Supplies / Printing                            | 519               | 491               | 29              | 5.5%          | 772               |
| Other Materials and Supplies                          | 125               | 142               | (16)            | (13.1%)       | 188               |
| Utilities:  |                   |                   |                 |               |                   |
| Telephone   | 511               | 602               | (90)            | (17.7%)       | 767               |
| Other Utilities                                       | 1,311             | 1,447             | (137)           | (10.4%)       | 1,983             |
| Insurance   | 2,556             | 2,619             | (63)            | (2.5%)        | 3,906             |
| Claims Reserves and Payments                          | 2,667             | 3,519             | (852)           | (31.9%)       | 3,600             |
| Workers Compensation                                  | 2,557             | 2,227             | 330             | 12.9%         | 3,835             |
| Taxes and License Fees                                | 362               | 506               | (144)           | (39.8%)       | 581               |
| Leases and Rentals                                    | 162               | 100               | 62              | 38.0%         | 242               |
| Promotional and Legal Advertising                     | 710               | 298               | 412             | 58.0%         | 1,098             |
| Training and Business Travel                          | 842               | 461               | 382             | 45.3%         | 1,359             |
| Dues and Membership                                   | 202               | 133               | 69              | 34.3%         | 304               |
| Postage and Other                                     | 150               | 80                | 70              | 46.7%         | 225               |
| <b>TOTAL DISTRICT OPERATED BUSES</b>                  | <b>\$ 115,560</b> | <b>\$ 112,171</b> | <b>\$ 3,389</b> | <b>2.9%</b>   | <b>\$ 175,772</b> |
| <b>CONTRACTED BUS SERVICES</b>                        |                   |                   |                 |               |                   |
| Contracted Urban Bus Service                          | 20,630            | 18,769            | 1,862           | 9.0%          | 31,226            |
| Coastside Services                                    | 1,785             | 1,682             | 103             | 5.8%          | 2,888             |
| SamCoast  | 244               | 472               | (227)           | (93.0%)       | 420               |
| La Honda - Pescadero                                  | 35                | 31                | 4               | 10.9%         | 53                |
| Microtransit  | 2,213             | 2,068             | 146             | 6.6%          | 3,436             |
| Contracted Urban Bus (CUB) Related Wages & Benefits   | 544               | 526               | 17              | 3.2%          | 861               |
| Contracted Urban Bus (CUB) Related Other Support      | 191               | 180               | 11              | 5.8%          | 345               |
| Contracted Urban Bus (CUB) Insurance                  | 1,232             | 1,219             | 13              | 1.1%          | 1,860             |
| Contracted Urban Bus (CUB) Claims Reserves & Payments | -                 | 317               | (317)           | 0.0%          | -                 |
| <b>TOTAL CONTRACTED BUS SERVICE</b>                   | <b>\$ 26,875</b>  | <b>\$ 25,263</b>  | <b>\$ 1,611</b> | <b>6.0%</b>   | <b>\$ 41,088</b>  |
| <b>TOTAL EXPENSES - MOTOR BUS</b>                     | <b>\$ 142,435</b> | <b>\$ 137,434</b> | <b>\$ 5,000</b> | <b>3.5%</b>   | <b>\$ 216,860</b> |

\*Fuel and Electricity costs were increased by a realized loss of \$156,000 from the fuel hedge program.



**SAN MATEO COUNTY TRANSIT DISTRICT  
OPERATING EXPENSES  
FISCAL YEAR 2025  
AS OF FEBRUARY 28, 2025**

(In thousands)

| EXPENSES  | YEAR-TO-DATE<br>FEBRUARY |                   |                   |                | ANNUAL            |
|---|--------------------------|-------------------|-------------------|----------------|-------------------|
|   | BUDGET                   | ACTUAL            | \$                | %              | BUDGET            |
|   |                          |                   | VARIANCE          | VARIANCE       |                   |
| <b>AMERICAN DISABILITY ACT PROGRAMS</b>             |                          |                   |                   |                |                   |
| Elderly & Disabled/Redi-Wheels                      | \$ 6,762                 | \$ 6,809          | \$ (47)           | (0.7%)         | \$ 10,506         |
| American Disabilities Act Sedans / Taxi Service     | 1,931                    | 1,823             | 108               | 5.6%           | 3,000             |
| American Disabilities Act Coastside                 | 2,021                    | 1,804             | 217               | 10.7%          | 3,256             |
| American Disabilities Act Related Wages & Benefits  | 2,323                    | 2,149             | 174               | 7.5%           | 3,589             |
| American Disabilities Act Related Other Support     | 1,951                    | 1,509             | 442               | 22.6%          | 2,982             |
| American Disabilities Act Insurance                 | 1,044                    | 946               | 98                | 9.4%           | 1,610             |
| <b>TOTAL AMERICAN DISABILITIES ACT PROGRAMS</b>     | <b>\$ 16,033</b>         | <b>\$ 15,040</b>  | <b>\$ 992</b>     | <b>6.2%</b>    | <b>\$ 24,944</b>  |
| <b>MULTI-MODAL TRANSIT PROGRAMS</b>                 |                          |                   |                   |                |                   |
| SamTrans Shuttle Service                            | 4,754                    | 4,253             | 501               | 10.5%          | 7,505             |
| Shuttle Related Wages & Benefits                    | 178                      | 181               | (3)               | (1.5%)         | 268               |
| Dumbarton Maintenance of Way                        | 122                      | 146               | (24)              | (19.9%)        | 182               |
| Maintenance Multimodal Facilities                   | 393                      | 201               | 192               | 48.8%          | 691               |
| <b>TOTAL MULTI-MODAL PROGRAMS</b>                   | <b>\$ 5,448</b>          | <b>\$ 4,781</b>   | <b>\$ 666</b>     | <b>12.2%</b>   | <b>\$ 8,646</b>   |
| PCJPB, SMCTA & SAMTR Capital W&B                    | 43,654                   | 30,354            | 13,300            | 30.5%          | 65,481            |
| <b>TOTAL OPERATING EXPENSES</b>                     | <b>\$ 207,569</b>        | <b>\$ 187,610</b> | <b>\$ 19,958</b>  | <b>9.6%</b>    | <b>\$ 315,930</b> |
| <b>Sales Tax Allocation - Capital Program</b>       |                          |                   |                   |                |                   |
| District Sales Tax Capital                          | 24,425                   | 24,425            | -                 | 0.0%           | 36,638            |
| Measure W Sales Tax Capital                         | 17,634                   | 17,634            | -                 | 0.0%           | 26,452            |
| Reserves for Future Measure W Capital Allocation    | 6,120                    | 13,108            | (6,988)           | (114.2%)       | 9,180             |
| <b>Total Sales Tax Allocation - Capital Program</b> | <b>\$ 48,180</b>         | <b>\$ 55,168</b>  | <b>\$ (6,988)</b> | <b>(14.5%)</b> | <b>\$ 72,270</b>  |
| <b>Total Debt Service</b>                           | <b>3,374</b>             | <b>3,400</b>      | <b>(26)</b>       | <b>(0.8%)</b>  | <b>19,138</b>     |
| Operating Reserve                                   | -                        | -                 | -                 | -              | 516               |
| Sales Tax Stabilization Fund                        | -                        | -                 | -                 | -              | 134               |
| <b>Total Reserves</b>                               | <b>-</b>                 | <b>-</b>          | <b>-</b>          | <b>-</b>       | <b>650</b>        |
| <b>TOTAL EXPENSES</b>                               | <b>\$ 259,122</b>        | <b>\$ 246,178</b> | <b>\$ 12,944</b>  | <b>5.0%</b>    | <b>\$ 407,988</b> |



**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Covarrubias Deputy Chief Financial Officer  
David Olmeda Chief Operating Officer, Bus

Subject: **Awarding a Contract to Auction Exchange, Inc. DBA BAR NONE AUCTION for Auction Services for a Total Not-to-Exceed Amount of \$402,230.00 for a Five-Year Term**

**Action**

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

1. Award a contract to Auction Exchange, Inc. DBA BAR NONE AUCTION of Sacramento, California (BAR NONE) to provide full-service auction services (Services) for a total not-to-exceed amount of \$402,230 for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a professional services contract with BAR NONE in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

**Significance**

The award of this proposed contract will provide the District with a qualified and experienced firm to perform the Services and sell the District's surplus vehicles, parts, equipment and other goods on an as-needed basis.

The Services consist of, but are not limited to, announcing the auction sales in publications; palletizing, loading, and transporting the District's surplus goods; and conducting a public auction within 60 days of receipt of the District's surplus goods. The Services also include conducting vehicle safety checks; processing license plates; providing smog services; handling DMV documentation; storing vehicles; removing logos and decals; maintaining a secure auction and storage facility; and ensuring the District's surplus property is sold to the highest bidder.

This contract does not cover the sale of surplus real property.

**Budget Impact**

The funds to support this revenue-generating contract will come from the total gross proceeds of the District's surplus sale.

**Background**

On November 13, 2024, the District issued Request for Proposals (RFP) 25-S-S-020 for the Services. The RFP was advertised on the District’s eProcurement website. In response to the RFP, the District received two proposals from BAR NONE and TMC Auction, Inc., and both were found to be responsive to the requirements of the solicitation documents.

A Selection Committee (Committee) comprised of qualified staff from Bus Maintenance reviewed, evaluated, and scored the two proposals in accordance with the evaluation criteria set forth in the RFP.

| <b>Evaluation Criteria</b>                     | <b>Maximum Points</b> |
|--|-----------------------|
| 1) Approach                                    | 40                    |
| 2) Qualifications and Experience of Contractor | 40                    |
| 3) Project Cost                                | 20                    |
| Small Business Enterprise (SBE) Preference     | 5                     |

The Committee conducted reference checks and interviews with both proposers, then re-scored and ranked both proposals. The Committee found BAR NONE to be the highest-ranked proposer and determined the firm possesses the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Neither of the two proposers claimed the SBE preference points.

Staff performed a price analysis and determined BAR NONE’s prices to be fair, reasonable, and consistent with those charged for similar work in the Bay Area.

This proposed contract will likely oversee the sale of the District’s diesel bus fleet as we transition to zero-emission fleet, along with the disposition of assets at 1250 San Carlos Avenue following our move to the new headquarters. The District Board approved the disposition of 105 of the 2009 Gillig diesel buses at the time of approving the purchase of 108 Fuel Cell Electric Buses under Resolution 2023-56.

Prepared By: Wessam Zanaty                      Procurement Administrator II                      650-508-7908

**Resolution No. 2025 -**

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

\* \* \*

**Awarding a Contract to Auction Exchange, Inc. DBA BAR NONE AUCTION for Auction Services  
for a Total Not-to-Exceed Amount of \$402,230 for a Five-Year Term**

**Whereas**, on November 13, 2024, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 25-S-S-020 for provision of full-service auction services (Services) for a five-year term; and

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

**Whereas**, staff and legal counsel reviewed and found the proposals to be responsive to the requirements of the RFP; and

**Whereas**, a Selection Committee (Committee) comprised of qualified District staff reviewed, evaluated, and scored the proposals according to the evaluation criteria set forth in the RFP; and

**Whereas**, the Committee conducted interviews and reference checks, determined Auction Exchange, Inc. DBA BAR NONE AUCTION of Sacramento, California (BAR NONE) to be the highest-ranked proposer, and found that BAR NONE possesses the requisite experience and qualifications to successfully provide the Services; and

**Whereas**, staff recommends that the Board of Directors (Board) award a contract to BAR NONE to provide the Services for a five-year term for a total not-to-exceed amount of \$402,230, which is the estimated amount of commissions and fees; and

**Whereas**, staff successfully negotiated contract terms, including prices, with BAR NONE;  
and

**Whereas**, staff performed a price analysis and determined the BAR NONE's prices to be fair, reasonable, and consistent with those charged for similar work in the Bay Area.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract for full-service auction services to Auction Exchange, Inc. DBA BAR NONE AUCTION of Sacramento, California for a five-year term for a total not-to-exceed amount of \$402,230; 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 BAR NONE in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form of approved by Legal Counsel.

Regularly passed and adopted this 2<sup>nd</sup> day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Chair, San Mateo County Transit District

Attest:

\_\_\_\_\_  
District Secretary

**San Mateo County Transit District  
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joshua Mello, Executive Officer, Planning and Development

Subject: **Modifying the Project Description for the New Building 200 Project and Adopting an Addendum to the Negative Declaration**

**Action**

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

1. Approve the incorporation of the Temporary Building 200 and Building 800 into the Building 200 Project (together, the “Revised Project”), and
2. Adopt the California Environmental Quality Act (CEQA) Addendum to the Negative Declaration to incorporate Temporary Building 200 and Building 800 into the Building 200 Project.

**Significance**

Implementation of the Building 200 Project at the District’s North Base facility requires that a temporary facility (Temporary Building 200) be constructed to house Building 200 operations during demolition of the existing structure and construction of the new permanent structure in order to limit disruptions to SamTrans services and local riders. The Temporary Building 200 will not include building utility and mechanical equipment. Instead, a new permanent building will be constructed for this purpose (Building 800). The utility and mechanical systems in Building 800 will serve both the Temporary Building 200 and the new Building 200.

To comply with CEQA, the District prepared a Draft Initial Study-Negative Declaration (IS-ND) for the Building 200 Project and published the document on October 7, 2024. During the 21-day public review period, the District received no comments on the Draft IS-ND. The District prepared the Final IS-ND. At its December 4, 2024 meeting, the Board adopted the ND pursuant to Resolution No. 2024-59, and the District subsequently filed a ND with the San Mateo County Clerk.

In conformance with CEQA Guidelines Section 15164, the District has analyzed the potential construction and operation of Temporary Building 200 and Building 800 to determine the extent to which the ND for the Project is sufficient to address the potential impacts of the Revised Project. Staff and the District’s environmental consultants then prepared the attached Addendum to address only the construction and operation of Temporary Building 200 and Building 800. The Addendum demonstrates that there are no substantial changes proposed to

the Project, nor in the circumstances in which the Revised Project will be undertaken, that require major revisions of the ND. The Addendum to the ND concludes that the Revised Project will not have a significant effect on the environment. The Addendum to the ND is not required to be circulated for public review. A CEQA Notice of Determination will be filed with the County Clerk and the State Clearinghouse (SCH #2024120321).

### **Budget Impact**

Accepting the Building 200 CEQA Addendum, itself, has no budget impact. Staff will seek Board approval of budget impacts of construction and operation of Temporary Building 200 and Building 800 as drawings for these buildings are finalized.

### **Background**

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

The New Building 200 would be constructed in a similar footprint as the existing Building 200, and would include ground improvements (i.e., cement-soil mixing) to provide a stable foundation. The New Building 200 would replace the existing one-story, 10,650 square foot (sf) building with a two-story, 31-foot-tall, 19,800 sf building. The new Building 200 would provide additional space for management offices, operator amenities, bus operations, meeting space, and support spaces.

In late 2024, the District determined that the Project scope must be expanded to include a Temporary Building 200 to maintain operations and ensure SamTrans services to local riders are not disrupted during demolition of the existing structure and construction of the new permanent structure. The District also determined that it would be most efficient to construct a permanent new building for the utility and mechanical equipment required for this facility.

Prepared By: Millie Tolleson

Director, Planning

(650) 622-7815

**Resolution No. 2025-**

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

**State of California**

\* \* \*

**Modifying the Project Description for the New Building 200 Project and Adopting an Addendum to the Negative Declaration**

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

**Whereas**, the new Building 200 will be a two-story, 31-foot-tall, 19,800 sf building, built on the same footprint as the current building but with additional space for management offices, operator amenities, bus operations, meeting space, and support spaces; and

**Whereas**, the District has determined that the scope of the Project must be expanded to ensure SamTrans services are not disrupted by including a temporary facility to house Building 200 operations during demolition of the existing structure and construction of the new permanent structure; and

**Whereas**, the District also has determined that it will be most efficient to not include building utility and mechanical equipment in the Temporary Building 200, and instead to construct a permanent new building (Building 800) for this purpose; and

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

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

**Whereas**, the IS-ND did not analyze the construction and use of Temporary Building 200 and Building 800; and

**Whereas**, in order to consider the potential impacts of the addition of the Temporary Building 200 and the permanent Building 800 to the Project (the "Revised Project"), and determine whether and to what extent the ND remains sufficient to address the potential impacts of the Revised Project, the District prepared an Addendum to the ND in conformance with CEQA Guideline Section 15164; and

**Whereas**, the Addendum demonstrated that: (a) there are no substantial changes proposed to the Project or the circumstances in which the Revised Project will be undertaken that require major revisions of the ND due to new or substantially increased significant environmental effects; (b) the proposed revisions to the Project do not require preparation of a new subsequent or supplemental ND; (c) the Revised Project is consistent with the ND and would involve only minor changes; and (d) there has been no discovery of new information of substantial importance that would trigger or require major revisions of the ND due to significant environmental effects; and

**Whereas**, the Addendum to the ND is not required to be circulated for public review.



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

**Be It Further Resolved** that the Board approves modification of the Project to include the construction and operation of Temporary Building 200 and Building 800; and

**Be It Further Resolved** that the District Secretary is directed to file a CEQA Notice of Determination promptly with the County Clerk of San Mateo and State Clearinghouse (SCH #2024120321); and

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

Regularly passed and adopted this 2nd day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, Board of Directors

Attest:

---

District Secretary

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



San Mateo County Transit District

**March 2025**

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## 1.0 BACKGROUND AND PURPOSE

### BACKGROUND

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

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

Since completion of the 2024 Final IS-ND and filing of the Notice of Determination at the San Mateo County Clerk, the District has determined that, to maintain SamTrans operations and avoid disruptions for local riders, the project scope must be expanded to include a temporary facility to house Building 200 operations during demolition of the existing structure and construction of the new permanent structure. The District also determined that it would be most efficient for the Temporary Building 200 to not include building utility and mechanical equipment and, instead, to construct a permanent new building for this purpose (Building 800). Further details on each building are provided in Section 2.0.

### ADDENDUM PROCESS

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

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

Based upon the information provided in Sections 2.0 and 3.0 of this document, implementation of the Building 200 Replacement project, including the construction of Temporary Building 200 and Building 800, will not result in new significant impacts or substantially increase the severity of impacts previously identified in the 2024 IS-ND, and there are no previously infeasible alternatives that are now feasible. None of the other factors set forth in Section 15162(a)(3) are present. As such, an addendum is appropriate, and this addendum was prepared to address the environmental effects of the project modifications.

An addendum need not be circulated for public review, but it can be included in, or attached to, the IS-ND. The decision-making body (the District's Board of Directors) shall consider the addendum with the IS-ND prior to making a decision on the revisions to the Building 200 Replacement project. Once adopted, the addendum, along with the original IS-ND, is placed in the administrative record, and a Notice of Determination will be filed with the County Clerk and State Clearinghouse (SCH #2024120321).

## 2.0 CHANGE IN PROPOSED PROJECT

The Building 200 Replacement project entails the replacement of a one-story, 10,650-square-foot (sf) building (Building 200) located in the southeastern corner of its North Base in the City of South San Francisco, San Mateo County, California. The new Building 200 would be a two-story, 31-foot-tall, 19,800 sf building, providing additional space for management offices, operator amenities, bus operations, meeting space, and support spaces.

Since adoption of the Final Negative Declaration in 2024, the District has determined that, to maintain SamTrans operations and avoid disrupting service to local riders, the project scope must be expanded to include construction of a temporary facility to house Building 200 operations during demolition of the existing structure and construction of the new permanent structure. The District also determined that it will be most efficient for Temporary Building 200 to not include building utility and mechanical equipment and, to instead construct a permanent new building (Building 800) for this purpose. **Figure 1** depicts the site plan for these buildings.

Prior to the demolition of the existing Building 200, the District will construct the “Temporary Building 200” within the North Base, north of the existing building. The Temporary Building 200 would be constructed to house operations currently located in the existing Building 200. See **Figure 2**. The Temporary Building 200 will comprise 6,400 square feet (sf), including a lobby; employee lounges; meeting/training rooms; a quiet area; office space for managers, supervisors, etc.; and outdoor areas underneath canopies. During the approximately 2-year construction period for the new permanent Building 200, all operations will occur out of the temporary facility. Upon completion of the permanent structure, operations will move into the new permanent Building 200. The temporary facility will be dismantled and removed from North Base over a two to four-week period.

Building 800 will be approximately 1,400 sf, with a total slab/first floor foundation area of the one-story building. A generator will be located on approximately 600 sf of the slab. In addition, a canopy will cover the entrance area of approximately 600 sf to the vault room to protect the loading/unloading activity against weather. Within Building 800 will be an area for trash, mechanical equipment, and telecommunications equipment (refer to **Figure 3**). Building 800 will be completed concurrent with the Temporary Building 200. These utility and mechanical systems will serve both the Temporary Building 200 and new Building 200.

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

## 3.0 UPDATED ENVIRONMENTAL IMPACT ANALYSES

### AESTHETICS

The area to be occupied by the Temporary Building 200 and Building 800 is currently area paved with asphalt. There are no scenic trees, rock outcropping, historic buildings, or state scenic highways on or adjacent to these areas. Construction activities will be temporary and will not result in a substantial degradation to the project site, surrounding area, or significant aesthetic resources. Existing scenic vistas will still be available from the San Francisco Bay Trail. Therefore, impacts to aesthetic resources will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

### AIR QUALITY

The construction of Temporary Building 200 and Building 800 will not significantly increase construction duration or substantially change construction activities. Temporary construction emissions will be substantially similar to those estimated in the 2024 IS-ND. The proposed project will incorporate construction air quality best management practices (BMPs) such that substantial concentrations of pollutants will not occur near these receptors. Sensitive receptors will not be exposed to substantial pollutant concentrations, and diesel odors will be dispersed by prevailing meteorological conditions. Air quality impacts will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

## **BIOLOGICAL RESOURCES**

According to the National Wetlands Inventory, the area approximately 250 feet east of the Temporary Building 200 area and Building 800 is estuarine and marine wetland. See **Figure 5**.

Construction of the Temporary Building 200 and Building 800 will not disturb the coastal salt marsh, mudflats, wetlands, or open water. Construction staging and laydown activities will occur more than 250 feet from these habitats and resources within the boundary of the North Base. As indicated in the 2024 IS-ND, construction will comply with the National Pollutant Discharge and Elimination System (NPDES)/Construction General Permit, which will ensure that there is no siltation or other degradation of wetlands.

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

## **CULTURAL RESOURCES**

As indicated in the 2024 IS-ND, there are no known archaeological or historic archaeological resources at North Base. The nearest previously identified archaeological site, the North Colma Creek Site (P-41-002164; CA-SMA-000380), is more than 1,000 feet to the west. The construction of a Temporary Building 200 and Building 800 will not disturb archaeological resources. There will be no impact, and the impact conclusions from the 2024 IS-ND remain unchanged.

## **GEOLOGY AND SOILS**

Active fault lines are located more than 3 miles away from the North Base. Construction of Temporary Building 200 and Building 800 would be designed and built in compliance with the 2022 California Building Code requirements. Conformance to the current building code recommendations and geotechnical recommendations does not constitute a guarantee that significant structural damage would not occur in the event of a maximum magnitude earthquake; however, it is reasonable to expect that a well-designed and well-constructed structure would not collapse or cause loss of life in a major earthquake. Such construction would reduce the risk of liquefaction beneath the new buildings.

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

## **HAZARDS AND HAZARDOUS MATERIALS**

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

## **HYDROLOGY AND WATER QUALITY**

As indicated in the 2024 IS-ND, in accordance with NPDES General Permit requirements, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared and implemented for project construction. The SWPPP will identify BMPs to address pollutant source reduction and provide measures and controls necessary to address potential pollutant sources. No permanent new impervious surface will be installed. As shown in **Figure 6**, portions of the area are located in the FEMA 500-Year Flood Zone (Zone X), 100-Year Flood Zone (Zone AE) and the 100-Year Flood Zone subject

to storm wave hazards (Zone VE). Construction activities will be substantially similar to those described in the 2024 IS-ND. Impacts to hydrology and water quality will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

## **NOISE**

Construction of Temporary Building 200 and Building 800 will lead to temporary noise increases associated with construction. The construction equipment used will be similar to that already proposed and analyzed in the 2024 IS-ND. These noise increases will be substantially similar to those already analyzed in the 2024 IS-ND for construction activity within the existing boundaries of North Base. There will be no changes in operations at the North Base, and therefore there will be no operational noise impacts. The impact conclusions from the 2024 IS-ND remain unchanged.

## **RECREATION**

Building 800 would be located approximately 180 feet from the San Francisco Bay Trail. The Temporary Building 200 would be located approximately 250 feet away. Therefore, the modified project will not adversely affect trail access or use. Construction activities will be substantially similar to those described in the 2024 IS-ND. Impacts to recreation will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

## **TRANSPORTATION**

Construction and operation of the Temporary Building 200 and Building 800 will not conflict with transportation plans or programs, increase operational vehicle miles traveled, induce hazards due to design features, or otherwise result in emergency access. Construction activities will be substantially similar to those described in the 2024 IS-ND. Impacts to transportation and traffic will be less than significant, and the impact conclusions from the 2024 IS-ND remain unchanged.

## **OTHER ENVIRONMENTAL TOPICS**

As described in the 2024 IS-MND, the North Base does not contain agricultural, forestry, or mineral uses, and is not zoned for such use. The area for Temporary Building 200 and Building 800 contains no existing housing units and no known tribal cultural resources. Existing land use plans and zoning allow for the two buildings. Construction activities will be substantially similar to those described in the 2024 IS-ND. Therefore, the construction and operation of Temporary Building 200 and Building 800 would not result in significant impacts to agricultural and forestry resources, energy, greenhouse gases, land use and planning, mineral resources, population and housing, public services, utilities and service systems, or wildfire. The impact conclusions from the 2024 IS-ND remain unchanged.

## **MANDATORY FINDINGS OF SIGNIFICANCE**

With incorporation of identified best management practices as identified in the 2024 IS-ND and this addendum, the proposed project will not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The project does not have impacts that are individually limited but cumulatively considerable, and the project does not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. The impact determinations of the 2024 IS-ND are unchanged.

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Signature

Millie Tolleson,  
Planning Director

---

Date



Figure 1 – Illustrative Site Plan

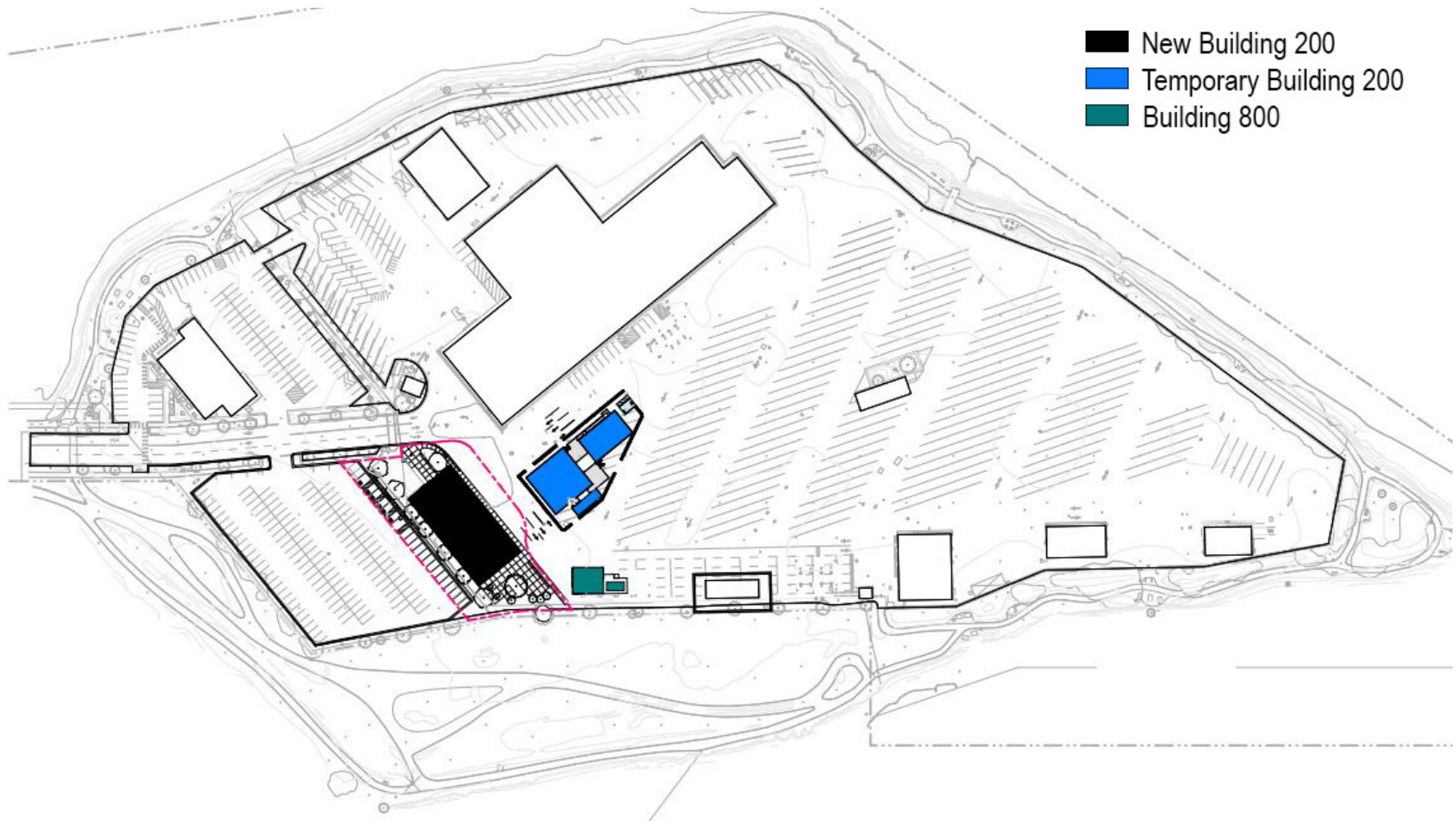


Figure 2 – Illustrative Temporary Building 200 First Floor Plan

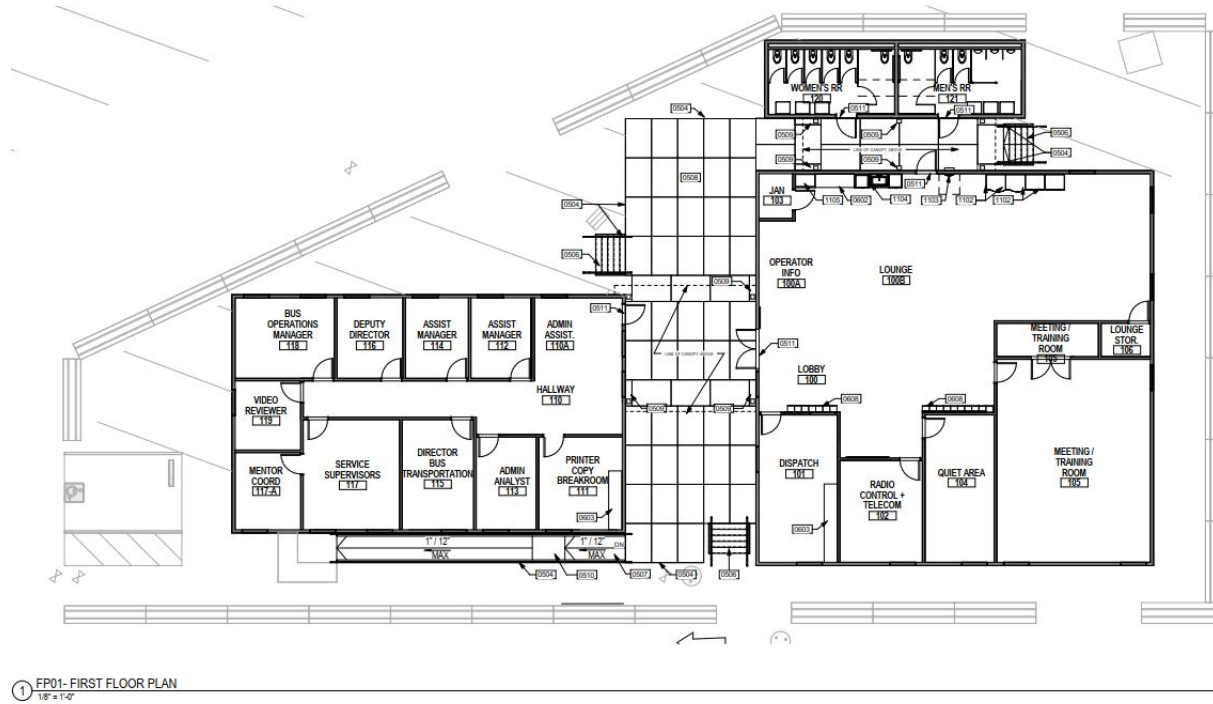


Figure 3 – Illustrative Building 800 Floor Plan

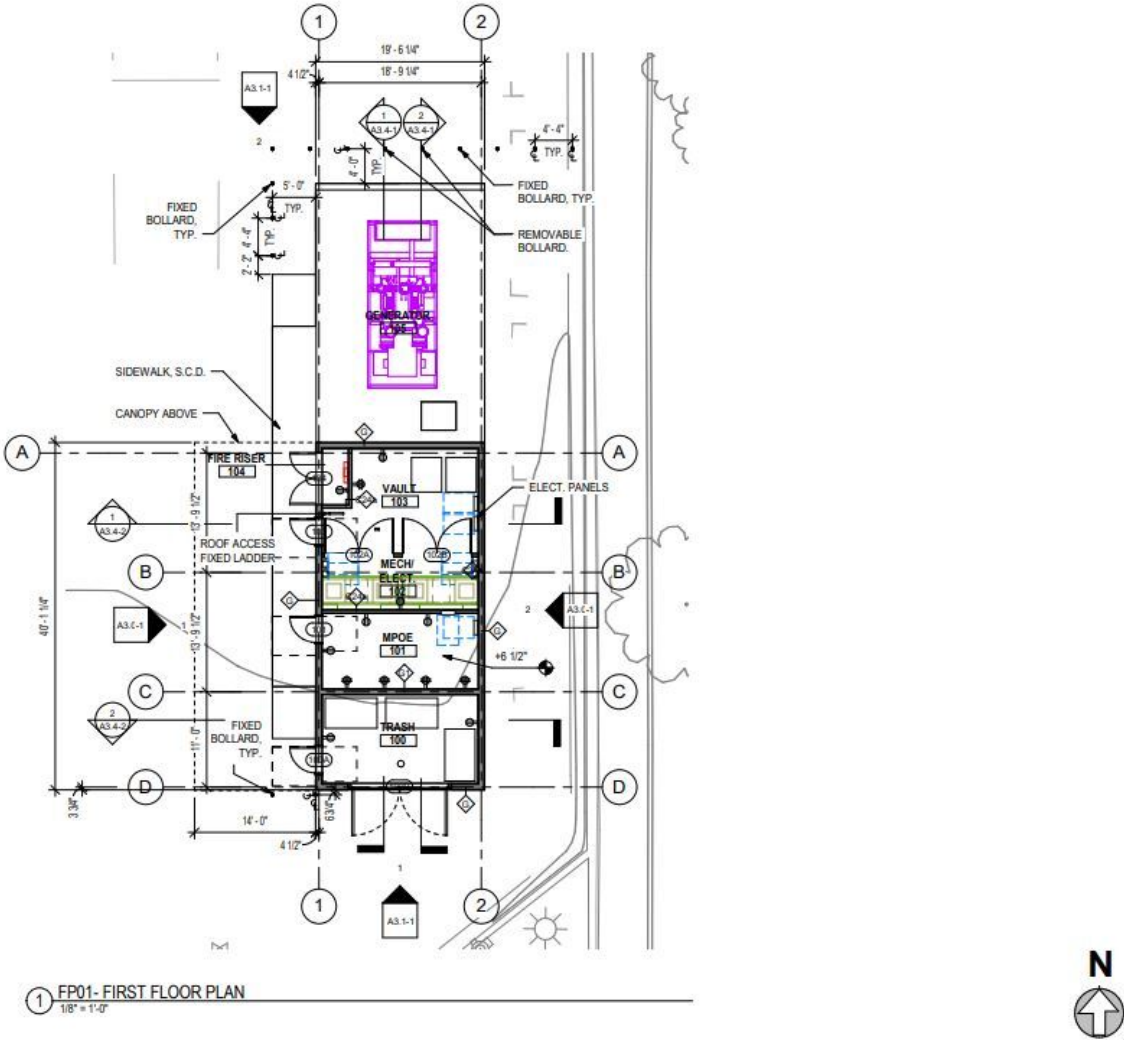


Figure 4 – North Base Aerial Map



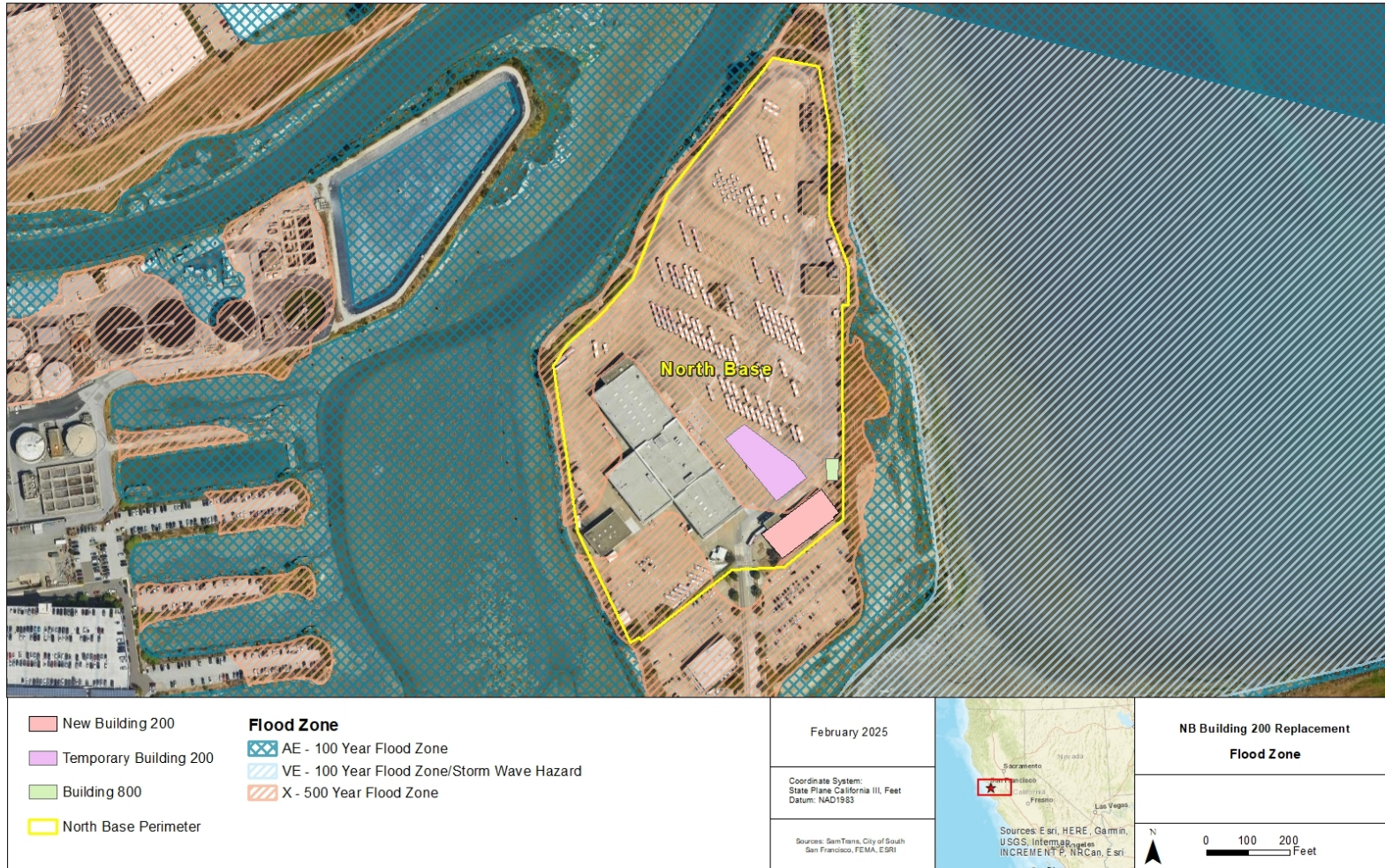


Figure 5 – NWI Wetlands





Figure 6 – Flood Zone



BOARD OF DIRECTORS 2025

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APRIL CHAN  
GENERAL MANAGER/CEO



## Memorandum

**Date:** March 26, 2025  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** Report of the General Manager/CEO

**SamTrans fixed-route bus** ridership achieved a 96.7 percent recovery rate for the seven months ending January 2025 compared to the seven months ending January 2020. SamTrans' recovery rate is above the national bus recovery rate of 83.6 percent when comparing pre- and post-COVID ridership figures. The local rail ridership recovery continues to be slow.

|                        | 7 Months Ended<br>January 2020 | 7 Months Ended<br>January 2025 | Ridership<br>Recovery Rate |
|------------------------|--------------------------------|--------------------------------|----------------------------|
| <b>SamTrans</b>        | 6,518,700                      | 6,306,750                      | <b>96.7%</b>               |
| <b>AC Transit</b>      | 32,196,401                     | 24,028,918                     | 74.6%                      |
| <b>SFMTA</b>           | 123,182,818                    | 95,871,315                     | 77.8%                      |
| <b>VTA</b>             | 16,144,531                     | 14,376,089                     | 89.0%                      |
| <b>Dallas</b>          | 22,252,244                     | 17,362,628                     | 77.1%                      |
| <b>Seattle - King</b>  | 71,009,078                     | 49,792,740                     | 70.1%                      |
| <b>Chicago</b>         | 139,883,055                    | 106,684,704                    | 76.3%                      |
| <b>Atlanta</b>         | 30,735,772                     | 20,256,469                     | 65.9%                      |
| <b>New York MTA</b>    | 419,240,649                    | 401,581,140                    | 95.8%                      |
| <b>National Bus</b>    | 2,666,236,387                  | 2,228,080,989                  | 83.6%                      |
| <b>Caltrain</b>        | 11,128,002                     | 6,009,954                      | 54.0%                      |
| <b>BART Extension</b>  | 7,869,051                      | 3,548,376                      | 45.1%                      |
| <b>BART System</b>     | 74,191,319                     | 33,049,893                     | 44.5%                      |
| <b>National Rail</b>   | 2,889,788,141                  | 2,039,015,605                  | 70.6%                      |
| <b>Total NTD Trips</b> | 5,847,744,419                  | 4,488,397,183                  | 76.8%                      |

**Bus Operator Staffing**

|               | <b>Approved FTEs</b> | <b>Trainees</b> | <b>No. Bus Operators*</b> |
|---------------|----------------------|-----------------|---------------------------|
| Bus Operators | 348                  | 8               | 342                       |

\* This number excludes the 8 Bus Operator Trainees.

**Miles Between Preventable Accidents**

The table below illustrates the miles between preventable accidents by mode and provider during the month of February 2025.

| <b>Mode</b>                       | <b>Location</b>   | <b>Total Miles</b> | <b>Preventable Accidents</b> | <b>Miles Between Preventable Accidents</b> |
|-----------------------------------|-------------------|--------------------|------------------------------|--|
| Fixed Route                       |                   |                    |                              |  |
|                                   | North Base        | 338,216            | 6                            | 56,369                                     |
|                                   | South Base        | 238,394            | 7                            | 34,056                                     |
|                                   | CUB               | 214,510            | 3                            | 71,503                                     |
| <b>Fixed Route Combined Total</b> |                   | <b>791,120</b>     | <b>16</b>                    | <b>49,445</b>                              |
| ADA                               | NB, SB, and Coast | 197,075            | 2                            | 98,538                                     |
| Micro Transit                     | EP and Coast      | 13,663             | 0                            | -  |

**Safety Updates**

The Safety Campaign is “Spring Forward.” An hour of sleep is lost during Daylight Savings Time which affects alertness and safety on the road. Operators are reminded to get extra sleep, stay hydrated, and be mindful in staying alert.

Effective February 2025, California Division of Occupational Safety and Health (Cal/OSHA) issued an advisory ending the COVID-19 prevention non-emergency standards referenced in previous directives. This will end any remaining COVID-19 mandates at the District. The District will, however, continue to keep records and track all COVID-19 cases, and identify, evaluate, and correct any unsafe or unhealthy conditions, work practices, or work procedures associated with COVID-19 if we identify COVID-19 as a workplace hazard.

To enhance safety and awareness, staff installed clearance exercise lanes at North and South base. They simulate reduced clearance spaces bus operators encounter in the field, a challenge that often results in striking a fixed object. The clearance exercise lane allows operators to fine-



tune mirror settings, gauge and recognize vehicle placement and clearances to ensure optimal alignment for safe navigation.

Finally, SamTrans has partnered with the County of San Mateo to train and provide Naloxone (Narcan) to select staff members such as, Administrative Staff, Transportation Supervision, Security Personnel, and Safety and Security Department Staff. Training will begin at the District on March 27, 2025, and will be conducted by the County of San Mateo.

### **Clipper START Pilot Fare Program Update**

Clipper START is a fare-discount pilot program for eligible low-income residents in the Bay Area, offering discounts on single-ride fares and transfers. The program launched in July of 2020 and SamTrans joined in January 2021, providing a 50 percent discount for Clipper START customers.

The pilot program is set to expire in June 2025 and given its success, MTC is proposing to move the pilot program to a permanent fare program later this year. SamTrans intends to continue participation in the permanent Clipper START program. In order to continue participation, SamTrans will need to approve a supplement to the Master Funding Agreement.

### **BSIP Amenity Design Refresh Project**

The SamTrans Board of Directors approved the Bus Stop Improvement Plan (BSIP) in May 2024, which launched a multi-phase implementation project to install hundreds of new shelters, benches, and shade structures at bus stops systemwide.

Approval of the BSIP presents an exciting opportunity to refresh SamTrans' bus stop amenities with updated designs and features that will enhance the rider experience. Staff recently launched the BSIP Amenity Design Refresh Project (Project) to develop a comprehensive bus stop amenity portfolio and design standards, including updated shelters and benches and new amenity types such as narrow shelters, shade structures, and Simme-seats. The Project will include a review of best practices, external stakeholder and rider feedback on proposed amenity designs.

Staff will provide the Board with regular updates, including an informational presentation on draft concept designs later this summer, with an opportunity to comment and approve a final amenity portfolio later this year.

### **Employee of the Month (EOM) Recognitions, February 2025**

Bus Operator EOM for North Base is **Antonio Guevarra**. This is Antonio's second EOM Award during his eight years of service with the District.

Bus Operator EOM for South Base is **Dong Tuan**. This is Dong's second EOM Award during his six years of service with the District.

Bus Maintenance EOM for North Base is **utility Worker Henson Lau**. This is Henson's first EOM Award during his 1.5 years of service with the District.

Bus Maintenance EOM for South Base **Mechanic A Mukesh Chandra**. This is William's sixteenth EOM Award during his 35 years of service with the District.

## SamTrans Millbrae Headquarters Project



## EXECUTIVE MONTHLY PROGRESS REPORT March 2025

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Project Introduction

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

Section 1: Cost and Budget

**Tenant Improvement**

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

**Non-Tenant Improvement**

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

| Category/Item   | Budget (in 1000 of \$) |                      | Expended + Committed % |
|---|------------------------|----------------------|------------------------|
|   | Approved               | Expended + Committed |                        |
| Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment                                      | 9,380                  | 374                  | 3.98%                  |
| Non-TI, Information, Communications, & Technology (ICT), Data Servers, and Building Management System         | 6,794                  | 374                  | 5.5%                   |
| Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees          | 1,735                  | 0                    | 0.00%                  |
| Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal | 1,793                  | 0                    | 0.00%                  |

| Category/Item   | Budget (in 1000 of \$) |                      | Expended + Committed % |
|---|------------------------|----------------------|------------------------|
|   | Approved               | Expended + Committed |                        |
| Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services | 3,790                  | 911                  | 24.04%                 |
| Non-TI, Architectural & Engineering Design  | 2,625                  | 2,171                | 82.7%                  |
| HQ Tenant Improvement (TI)  | 11,469                 | 0                    | 0.00%                  |
| Owner Allowance for TI  | 36,851                 | 0                    | 0.00%                  |
| <b>Total</b>  | <b>74,437</b>          | <b>3,496</b>         | <b>5.14%</b>           |

## Section 2: Progress and Schedule

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

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

### Section 3: Accomplishments and Upcoming Work

| KEY ACTIVITIES - Current Reporting Month (top 5)  |   |
|---|---|
| Tenant Improvement  | Move management                               |
| Continued compiling procurement documents for SamTrans Non-TI Work  | Received all Questionnaires back from Staff   |
| Reviewed Add. 01 Drawings and responded to Landlord with approval and comments                            | Continued Discussions with People and Culture |
| Engaged Architect (Stantec) for Non-TI Design scope of work   | Continued Discussions with Procurement        |
| Landlord's GC generated an initial draft GMP  | Continued Discussions with IT                 |
| Project reviewed needs for early release of specified scope to minimize project schedule and budget risks | Sent Draft Move RFP for Review                |

**KEY ACTIVITIES - Next Reporting Month (top 5)**



| Tenant Improvement  | Move management                               |
|---|---|
| Continue compiling procurement documents for SamTrans Non-TI Work   | Review Stakeholder Surveys                    |
| Review Landlord's Pricing Schedule and provide comments   | Continued Discussions with People and Culture |
| Architect (Stantec) generates drawings for Non-TI GC scope of work  | Color-code Floor Plans by Department          |
| Landlord will review Tenant comments and resubmit Pricing Schedule  | Amend Move SOW based on Surveys               |
| Project will grant early release of volatile trades to mitigate cost/tariff risks and address long lead items | Prepare for Seating Assignment Launch         |

Section 4: Risk Register / Critical Issues

| Risk  | Mitigation  |
|---|---|
| Budget: Tariffs are imposed by the federal government.  | SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure. |
| Budget and Schedule: Landlord issues a Pricing Schedule that SamTrans finds unacceptable, leading to multiple review cycles and potentially delaying the Contractor's release. Contributing factors may include tariffs on goods. | SamTrans has received the Pricing Schedule, and the initial review indicates that pricing aligns with the budget. Approval is expected to be completed on schedule and within budget.   |
| Schedule: City of Millbrae requires more rounds of drawing review than schedule anticipates obtaining permit.   | The Architect is coordinating another meeting with the City to review the drawings before resubmitting for permit approval. The project schedule allows for one more resubmission.  |
| Schedule & Budget: Delayed Comments from SME's to design  | Resolved. Scope of Work drawings have been approved by SamTrans SME's. No further changes anticipated.  |

| Issue  | Status   |
|--|--|
| Budget: Skyline's pricing to 90% CDs came in higher than originally budgeted   | The Pricing Schedule for SamTrans' review and approval was received 2/27/25. These costs are reflective of the scope of work included in the 100%CD+VE drawings. The costs are within the current project budget, demonstrating the success of value engineering (VE) efforts by the Project Team and SamTrans leadership. |
| Budget and Schedule: Landlord will not carry non-TI contractors on behalf of SamTrans (ie. Communications/Cabling, Signage & Branding) | SamTrans is going through C&P to procure trades needed to complete work outside Landlord's responsibilities.   |

# SamTrans' HQ April Update



# April Agenda

Project Scope

Project Budget

Project Schedule & Milestones

Project Updates through March 2025

Upcoming Activities through April 2025

Risk Register / Critical Issues

Anticipated Board Approvals

# Project Scope

SamTrans is transforming approximately **157,000 square feet** across three floors at the **Gateway at Millbrae Station** into a modern headquarters.

The buildout includes **office space, Public Hearing Room**, conference and training rooms, specialized areas for **Redi-Wheels** and **Transit Police**, and upgraded amenities such as break rooms, wellness spaces, and market ready suites. With integrated **security, audio-visual** and **branding** elements, the new facility will support a dynamic work environment while enhancing operational capabilities.

# Project Budget

Tenant Improvements Budget: \$48,320,294

1. \$36.8M allowance provided by Owner/Landlord as part of the \$126 M building purchase price
2. \$11.5M by SamTrans approved by the Board in December 2024

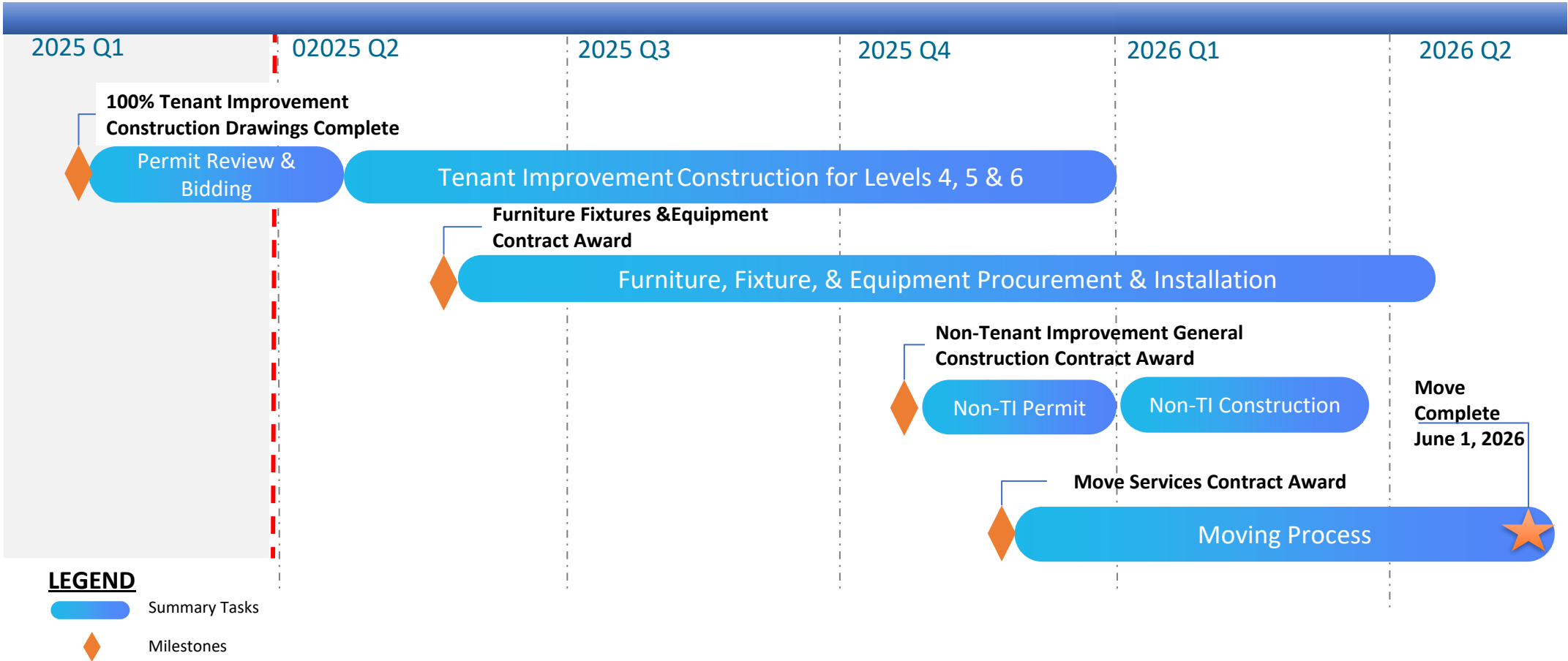
Non-Tenant Improvement Budget: \$26.1M

**Total Budget Approved: \$74.4M**

# Committed / Percent Complete

| Category/Item   | Budget (in 1000 of \$) |                      | Expended + Committed % |
|---|------------------------|----------------------|------------------------|
|   | Approved               | Expended + Committed |                        |
| Tenant Improvement (TI)   | 48,320                 | 0                    | 0.00%                  |
| Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment                                      | 9,380                  | 374                  | 3.98%                  |
| Non-TI, Information, Communications, & Technology (ICT), Data Servers, and Building Management System         | 6,794                  | 374                  | 5.5%                   |
| Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth & Fare Storage, and Owner Paid Permit Fees          | 1,735                  | 0                    | 0.00%                  |
| Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal | 1,793                  | 0                    | 0.00%                  |
| Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services       | 3,790                  | 911                  | 24.04%                 |
| Non-TI, Architectural & Engineering Design  | 2,625                  | 2,171                | 82.7%                  |
| <b>Total</b>  | <b>74,437</b>          | <b>3,634</b>         | <b>5.14%</b>           |

# Project Schedule



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# Project Updates through March 2025

- Owner/Landlord and SamTrans reviewed the Pricing Schedule (Guaranteed Maximum Price – GMP)
- Owner/Landlord and SamTrans released the market-volatile and long-lead scope items early to mitigate pricing and schedule risks
- Design team met with the City of Millbrae to review drawings together
- Furniture Vendors submitted their proposals and SamTrans is actively reviewing them.
- SamTrans Architect completed the Drawings to be used for pricing of the Non-Tenant Improvement Work

# Upcoming Activities through April 2025

Owner/Landlord and SamTrans approve the Pricing Schedule / GC's Guaranteed Maximum Price

Drawings are resubmitted to the City of Millbrae for permit  
Warm Shell Construction activities begin

SamTrans reviews and selects the preferred Furniture Vendor for Board approval in May

# Risk Register: Key Items

| Risk   | Mitigation  |
|--|---|
| <p><b>Potential Tariffs Imposed by Federal Government:</b></p>       | <p>The <b>early release</b> of volatile market pricing items and long-lead materials has helped mitigate exposure. While tariffs remain a pricing risk, this proactive approach minimizes the impact.</p> |
| <p><b>Potential Delay in Pricing Schedule Approval:</b></p>          | <p>The <b>initial review is underway</b> and currently reflects alignment with Board Approved budget.</p>   |
| <p><b>Potential Additional Rounds of City Review for Permit:</b></p> | <p>The Project Team has met with the City. The schedule currently accommodates <b>one more review cycle</b>.</p>  |

# Critical Issues

| Critical Issue  | Status   |
|---|--|
| <p><b>Pricing came in higher than originally budgeted:</b></p>                  | <p>The Pricing Schedule is under review and currently aligns with Board Approved budget.</p> |
| <p><b>Landlord will not carry non-TI contractors on behalf of SamTrans:</b></p> | <p>Resolved. SamTrans will procure scope of work directly.</p>                               |

# Anticipated Board Approvals

May 2025: Furniture, Fixtures, & Equipment Contract

October 2025: Non-Tenant Improvement General Construction

November 2025: Move Service Contract

Early Fall 2025: Lease Addendum for Rooftop Antenna

TBD: Off-Site Agency Vehicle Parking

TBD: Caltrain Lease

TBD: Leasing of Market Ready Suites

TBD: Leasing of Retail Spaces

**BOARD OF DIRECTORS 2025**

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

APRIL CHAN  
GENERAL MANAGER/CEO



# AGENDA

## San Mateo County Transit District

Community Relations Committee Meeting  
Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

April 2, 2025 – 2:30 pm

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

Committee Members: David J. Canepa (Chair), Marina Fraser, Jackie Speier

- |        |   |               |
|--------|---|---------------|
| 7.a.1. | Call to Order   |               |
| 7.a.2. | Approval of Minutes of the Community Relations Committee Meeting of March 6, 2025 | Motion        |
| 7.a.3. | Accessible Services Update  | Informational |
| 7.a.4. | Citizens Advisory Committee Update  | Informational |
| 7.a.5. | Paratransit Advisory Council Update   | Informational |
| 7.a.6. | Monthly State of Service Report   February 2025                                   | Informational |
| 7.a.7. | 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 Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District**  
**1250 San Carlos Avenue, San Carlos, California**  
**Community Relations Committee Meeting / Committee of the Whole**  
**DRAFT Minutes of March 5, 2025**

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

**Members Present (Via Teleconference):** M. Fraser

**Members Absent:** None

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

**Other Board Members Present Constituting Committee of the Whole (Via Teleconference):**  
M. Chuang

**Other Board Members Absent:** None

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

**9.a.1. Call to Order**

Committee Chair Canepa called the meeting to order at 3:21 pm.

**9.a.2. Approval of Minutes of the Community Relations Committee Meeting of February 5, 2025**

Motion/Second: Powell/Ratto

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

Noes: None

Absent: None

**9.a.3. Accessible Services Update**

Tina Dubost, Manager, Accessible Services, stated staff continues outreach to promote SamTrans to seniors, veterans, and disability, and Same-Day Paratransit Service continues to be a success.

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

- Alerting paratransit riders in a timely fashion of significant delays
- Reimbursement of ride shares

**9.a.4. Citizens Advisory Committee Update - Deferred**

**9.a.5. Paratransit Advisory Council Update**

Ben McMullan, PAC Chair stated the PAC is updating its bylaws.

**9.a.6. Monthly State of Service Report | January 2025**

Jonathan Steketee, Manager, Operations Planning, provided the presentation, which included the following:

- Average ridership increased 13.1 percent
- Year-to-Date (YTD) recover at 97.1 percent with adult ridership at 115 percent and student and youth fare continue to lag behind
- Preventable accidents are being addressed to Executive Team
- On time performance increased 0.7 percent

**9.a.7. Quarterly State of Service Report | Quarter 2 Fiscal Year 2025**

Mr. Steketee provided the presentation, which included the following:

- Ridership increased 8.9 percent and on-time performance increased 2.1 percent
- 6.3 percent decrease in preventable accidents for Year-over-Year

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

- Resolved RidePlus issues
- Addressed Route 54 emails from parents concerning bus capacity and will prioritize route with 60-foot buses

**9.a.8. Adjourn** – The meeting adjourned at 3:29 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to [board@samtrans.com](mailto:board@samtrans.com).



**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operating Officer, Tina Dubost, Manager, Accessible  
Bus 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 in February 2025 are attached.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

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

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
*Minutes of February 11, 2025, Meeting*

**ATTENDANCE:**

Members in person:

Benjamin McMullan, Chair, CID; Tina Dubost, SamTrans; Michele Epstein, OSS; Sandra Lang, Community Member; Kathy Uhl, CoA; Marie Violet, Dignity Health; Larisa Vaserman, Consumer; Susan Capeloto, Dept. of Rehabilitation; Carmen Santiago, Catholic Charities; Dao Do, Roesner House. (Member attendance = 10/10, Quorum = Yes)

Guests:

Marvin Ranaldson, Nelson\Nygaard (Zoom); Jane Stahl, PAC Staff; Lynn Spicer, SamTrans (Zoom); Vicky Churchill, TransDev/Redi-Wheels; Kenneth Richardson, TransDev/Redi-Wheels (Zoom)

**WELCOME/INTRODUCTIONS:**

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

**APPROVAL OF NOVEMBER MINUTES:**

Tina Dubost moved to approve the December meeting minutes; Sandra Lang seconded the motion. The minutes were approved.

**PUBLIC COMMENTS:**

Larisa Vaserman reported on a trip from Stanford Hospital to San Mateo. The bus picked her up, then two people from San Carlos Community Center, one person from Belmont, one wheelchair person in San Carlos, then picked one person in Redwood Shores. The bus seemed to be going in circles. Some of the passengers were very upset as the ride took so long. The bus passed by the home of two of the passengers but the driver said that they couldn't stop as they had to follow the manifest. Larisa also expressed concern about the need for more drivers.

Tina responded that many drivers stay for many years, but some people go through the training then decide to leave. Lynn said that driver retention has long been an issue, and that Redi-Wheels is better than most. Sign-on incentives are not financially viable.

Kathy and Sandra acknowledged the rider issues and wanted the committee to investigate ways to help the community with better understanding and using the service.

**PRESENTATION: Redi-Wheels Reservation System – Lynn Spicer, SamTrans**

Lynn gave a detailed presentation of the reservations system, and the steps reservationists go through when taking a reservation.

Questions:

Can a reservation be changed once the ride is booked? Lynn reported that once the ride is booked, there are no changes unless the rider requests a change by 5pm the day before.

How much time does it take to make a reservation? Lynn said it takes one to 1-1/2 minutes. There are generally four reservationists available between 8:30am-5pm. If there is high call volume, other staff will assist.

What time should you ask for if you have an appointment? Because of the 20-minute window, the rider should state they need to arrive 20 minutes before the appointment time. This would also allow time to get from the vehicle to the appointment. Alternatively, give the appointment time to the reservationist. Callers should listen carefully when the booking is confirmed back to them.

Is it possible to ask for confirmation in writing? No, however there is a night before and a day-of reminder call for a demand ride.

**COMMITTEE REPORTS:**

**Policy/Advocacy/Legislative (PAL) – Ben McMullan, Chair**

See page 9.

**Education - Tina Dubost**

The committee met in January. SamTrans had a table at the Millbrae Senior Showcase on January 31 and displayed PAC information. The committee reviewed the new PAC brochure and one-page flyer; these will be distributed to senior centers, etc. They discussed the Consumer Corps as fewer people are participating. It was decided to continue the program for six months and then consider possible alternate ways to collect data.

The next meeting is on March 4<sup>th</sup> at 3pm.

**Executive – Ben McMullan**

The committee discussed:

- The pros and cons of monthly vs. bi-monthly meeting. To maintain the work of the PAC, they decided to continue to meet monthly with the Education Committee meeting every other month.
- Sandra and Ben will co-chair the Executive Committee.
- The bylaws will be reviewed and presented to the PAC in April.

There followed an informal vote of the PAC membership on meeting frequency. The majority wanted to remain meeting monthly.

An ad hoc committee was formed to review the bylaws: Marie, Sandra, Ben, Carmen, Tina, and Kathy. The current bylaws will be sent for review, and they should send any changes, edits, etc. to Jane. A Zoom meeting will be set up to review the changes prior to the March meeting.

The next Executive Committee meeting will be on March 4<sup>th</sup>, at 2pm.

### **OPERATIONAL REPORTS**

None.

### **PERFORMANCE REPORT**

Tina reported that there is generally a drop in ridership in December. Total ridership increased 8% compared to last year; ridership is stabilizing. Subscription trips and agency trips to adult day care remain stable. Taxis are about 7.5% of trips. Productivity was 1.29 passengers per hour.

Nationwide, there's a lot of variation amongst paratransit agencies. Some are seeing lower ridership, some higher. In San Mateo County, people are taking advantage of other means of transportation. The best advertising is the buses on the street.

### **COMMENT STATISTICS REPORT**

Similar patterns continue to be seen.

### **SAFETY REPORT**

Vicky Churchill reported that there were 2 preventable incidents and 4 non-preventable incidents in January.

### **UPDATES AND ITEMS OF INTEREST**

#### **Agencies – Dao Do & Marie Violet**

Michele Epstein reported that Ombudsman was sponsoring a dementia friendly cinema viewing of Hairspray on Tuesday, March 18<sup>th</sup>, at 1:30pm, at the Fox Theatre in Redwood City.

Dao Do reported that the shortage of drivers is affecting their agency. Some clients won't use Redi-Wheels as they don't get picked up at the same time each day. They use Uber and Lyft paratransit although it's double or triple the cost. Vicky reported that 4 or 5 drivers recently completed their training; they will receive a bonus after so many hours of working.

#### **Commission on Aging – Kathy Uhl**

The commission is conducting the annual review and considering where direction and purpose need to be changed. There are four new members but CoA still has openings.

**Commission on Disabilities (CoD) – Ben McMullan**

The commission has five new members who will be appointed shortly.

**Center for Independence (CID) – Ben McMullan**

Ligia Andrade Zúñiga was hired as the new executive director; they are still recruiting for a program manager.

**Coastside Transportation Committee (CTC) – Tina Dubost**

No update.

**Department of Rehabilitation – Susan Capeloto**

The new DOR Director is Kim Rutledge, and the new SF District Administrator is Sinaya McCoy.

**Citizen’s Advisory Committee for the San Mateo County Transportation Authority (TA)  
– Sandra Lang**

The committee met on February 4. A new chair and vice chair were elected. The meeting covered routine business:

- Acceptance of the statement of revenue.
- Acceptance of the quarterly investment report.
- Some informational items and a legislative report.

The next meeting is on March 4<sup>th</sup>, 2025, at 4:30pm.

**Other Business**

None.

The meeting ended at 3:03pm.

The next PAC meeting is on Tuesday, March 11<sup>th</sup>, 2025, at 1:30pm, in person and remotely via Zoom.

**Minutes of Policy/Advocacy/Legislative (PAL) Meeting – Ben McMullan & Sandra Lang**

The minutes of the December PAL meeting were included in the meeting packet. The minutes were approved by roll call.

**Advocacy**

Following the report of limited turnaround space for the new transit vans at the Mickelson Center in San Mateo, Kenneth Robertson had visited the site and agreed that it’s very congested. Only mini vans will be sent to that location in the future.

**Legislative**

Sandra asked PAC members to help in bringing any upcoming legislation to the committee. Contact her or Ben with any information and they will create a “watchlist.”

Ben reported that there were openings on the PAL committee; Kathy Uhl volunteered to join the committee.

**Policy Issues**

None.

The next PAL meeting will be on March 11, 2025.

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development      David Olmeda, Chief Operating Officer, Bus  
Subject: **Monthly State of Service Report | February 2025**

**Action**

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

**Significance**

**SamTrans:** Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 6.0 percent in February 2025 compared to February 2024. The total monthly ridership increased by 1.8 percent in February 2025 compared to February 2024 (note: there were 29 days in February 2024).

Post-pandemic SamTrans total fixed-route bus ridership recovery in February 2025 reached 89.9 percent of pre-pandemic total bus ridership in February 2020. The ridership recovery rate for FY25 to date is 96.2 percent of pre-pandemic total bus ridership between July 2019 and February 2020.

**Ride Plus:** Average weekday ridership was 110 trips, and total ridership was 2,662 trips. The average weekday ridership increased 5.8 percent compared to February 2024, and the total ridership decreased 4.7 percent compared to February 2024.

Of the total ridership, 69.4 percent of trips were taken in East Palo Alto/Belle Haven and 30.6 percent were taken in Half Moon Bay/El Granada.

**Youth Unlimited Pass:** For January 2025, Youth Unlimited Pass usage increased 14.3 percent compared to February 2024.

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

- **Preventable Accidents** – There were 16 preventable accidents in February 2025 (13 from District and 3 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.0 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 37 service calls in February 2025 (23 from District and 14 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 1.2 service calls per 25,000 miles.

- **On-Time-Performance (OTP)** – February 2025 systemwide OTP was 82.6 percent, which is below the goal of 85.0 percent. However, OTP improved year over year (compared to 81.6 percent in February 2024).
- **Did Not Operate (DNOs)** – In February 2025, there were 106 DNOs. This is an 82.8 percent increase compared to February 2024. Currently, the extraboard is lower than desired, and as a result there are a higher number of DNOs. Staff are readjusting the operator recruitment campaign to ensure SamTrans has the necessary workforce to deliver the service.

| RIDERSHIP (ALL MODES)                                       |                |                |                |                 |                  |                  |                  |                 |
|---|----------------|----------------|----------------|-----------------|------------------|------------------|------------------|-----------------|
| SAMTRANS   Average Weekday Ridership                        |                |                |                |                 |                  |                  |                  |                 |
| Mode  | Feb-23         | Feb-24         | Feb-25         | %Δ <sup>1</sup> | YTD FY23         | YTD FY24         | YTD FY25         | %Δ <sup>2</sup> |
| Bus   | 25,963         | 31,643         | 33,181         | 4.9%            | 26,386           | 31,070           | 34,029           | 9.5%            |
| Paratransit   | 652            | 719            | 730            | 1.5%            | 642              | 715              | 751              | 5.1%            |
| Shuttles  | 1,818          | 1,410          | 1,873          | 32.8%           | 1,724            | 1,676            | 1,811            | 8.0%            |
| Ride Plus   |                | 104            | 110            | 5.8%            |                  | 112              | 109              | -2.8%           |
| <b>Total</b>  | <b>28,433</b>  | <b>33,876</b>  | <b>35,894</b>  | <b>6.0%</b>     | <b>28,752</b>    | <b>33,573</b>    | <b>36,699</b>    | <b>9.3%</b>     |
| SAMTRANS   Total Ridership                                  |                |                |                |                 |                  |                  |                  |                 |
| Mode  | Feb-23         | Feb-24         | Feb-25         | %Δ <sup>1</sup> | YTD FY23         | YTD FY24         | YTD FY25         | %Δ <sup>2</sup> |
| Bus   | 627,777        | 794,929        | 803,028        | 1.0%            | 5,462,653        | 6,508,458        | 7,114,972        | 9.3%            |
| Paratransit   | 15,529         | 17,768         | 17,275         | -2.8%           | 130,889          | 146,378          | 153,117          | 4.6%            |
| Shuttles  | 35,119         | 28,279         | 35,999         | 27.3%           | 284,069          | 276,542          | 298,735          | 8.0%            |
| Ride Plus   |                | 2,792          | 2,662          | -4.7%           |                  | 25,225           | 23,479           | -6.9%           |
| <b>Total</b>  | <b>678,425</b> | <b>843,768</b> | <b>858,964</b> | <b>1.8%</b>     | <b>5,877,611</b> | <b>6,956,603</b> | <b>7,590,303</b> | <b>9.1%</b>     |
| CALTRAIN   Average Weekday Ridership                        |                |                |                |                 |                  |                  |                  |                 |
| Mode  | Feb-23         | Feb-24         | Feb-25         | %Δ <sup>1</sup> | YTD FY23         | YTD FY24         | YTD FY25         | %Δ <sup>2</sup> |
| Caltrain  | 16,489         | 21,193         | 30,077         | 41.9%           | 16,668           | 20,149           | 26,336           | 30.7%           |
| CALTRAIN   Total Ridership                                  |                |                |                |                 |                  |                  |                  |                 |
| Mode  | Feb-23         | Feb-24         | Feb-25         | %Δ <sup>1</sup> | YTD FY23         | YTD FY24         | YTD FY25         | %Δ <sup>2</sup> |
| Caltrain  | 356,049        | 487,979        | 694,147        | 42.2%           | 3,309,936        | 3,874,189        | 5,328,998        | 37.6%           |
| OTHER MODES in San Mateo County   Average Weekday Ridership |                |                |                |                 |                  |                  |                  |                 |
| Mode  | Feb-23         | Feb-24         | Feb-25         | %Δ <sup>1</sup> | YTD FY23         | YTD FY24         | YTD FY25         | %Δ <sup>2</sup> |
| Dumbarton   | 87             | 95             | 91             | -4.2%           | 78               | 97               | 92               | -5.2%           |
| BART (San Mateo County)                                     | 15,190         | 16,368         | 17,577         | 7.4%            | 16,453           | 17,721           | 18,643           | 5.2%            |
| OTHER MODES in San Mateo County   Total Ridership           |                |                |                |                 |                  |                  |                  |                 |
| Mode  | Feb-23         | Feb-24         | Feb-25         | %Δ <sup>1</sup> | YTD FY23         | YTD FY24         | YTD FY25         | %Δ <sup>2</sup> |
| Dumbarton   | 1,661          | 1,910          | 1,725          | -9.7%           | 13,191           | 16,369           | 15,575           | -4.9%           |
| BART (San Mateo County)                                     | 378,056        | 409,200        | 432,693        | 5.7%            | 3,558,792        | 3,819,293        | 3,981,069        | 4.2%            |

**IMPORTANT NOTES:**

Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

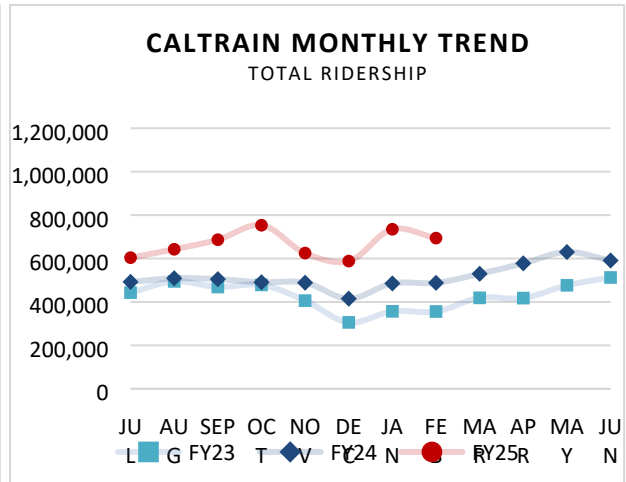
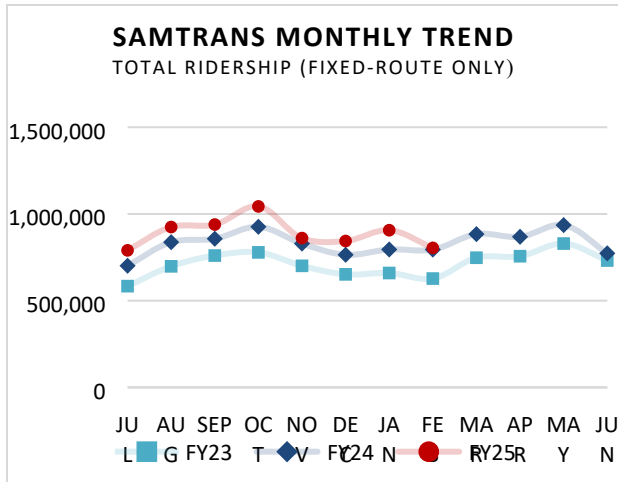
Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.

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

%Δ<sup>1</sup> indicates the percentage change for the month, current year to previous year.

%Δ<sup>2</sup> indicates the percentage change current year to previous, Year to Date.





**FARES**

| SAMTRANS (BUS)   Fare Usage |                |                |                |
|-----------------------------|----------------|----------------|----------------|
| Fare Type                   | Feb-23         | Feb-24         | Feb-25         |
| Adult                       | 376,662        | 490,169        | 504,681        |
| Eligible Discount           | 138,185        | 168,477        | 163,076        |
| Youth                       | 112,753        | 135,970        | 134,748        |
| --- Youth Unlimited Pass    | 53,674         | 69,162         | 79,028         |
| <b>Total</b>                | <b>627,600</b> | <b>794,616</b> | <b>802,505</b> |

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

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

**KEY PERFORMANCE INDICATORS**

| SAMTRANS (BUS)   Operations Key Performance Indicators |        |        |        |
|--|--------|--------|--------|
| KPI  | Feb-23 | Feb-24 | Feb-25 |
| On-Time Performance                                    | 79.9%  | 81.2%  | 82.6%  |
| Preventable Accidents                                  | 5      | 12     | 16     |
| --- District   | 3      | 6      | 13     |
| --- Contracted Services                                | 2      | 6      | 3      |
| Service Calls  | 18     | 25     | 37     |
| --- District   | 14     | 16     | 23     |
| --- Contracted Services                                | 4      | 9      | 14     |
| Trips Scheduled  | 34,580 | 39,159 | 44,946 |
| Did Not Operate DNOs                                   | 21     | 58     | 106    |

| SAMTRANS (BUS)   Ride Plus Key Performance Indicators |        |        |        |
|---|--------|--------|--------|
| KPI   | Feb-23 | Feb-24 | Feb-25 |
| Total Ridership                                       | --     | 2,792  | 2,662  |
| --- East Palo Alto Trips                              | --     | 1,996  | 1,847  |
| --- Half Moon Bay Trips                               | --     | 796    | 815    |
| Active Users  | --     | 345    | 181    |
| New Registrations                                     | --     | 154    | 120    |
| Total Downloads                                       | --     | 252    | 279    |
| --- iOS Downloads                                     | --     | 219    | 238    |
| --- Android Downloads                                 | --     | 33     | 41     |
| Load Factor   | --     | 1.2    | 1.1    |

| SAMTRANS (BUS)   Fleet Key Performance Indicators |         |         |         |
|---|---------|---------|---------|
| KPI   | Feb-23  | Feb-24  | Feb-25  |
| Revenue Hours (Sched.)                            | 42,358  | 50,537  | 56,026  |
| Revenue Miles (Sched.)                            | 450,547 | 497,959 | 546,240 |
| Total Fleet Miles (Actual)                        | 658,053 | 749,715 | 791,120 |

| PARATRANSIT   Operations Key Performance Indicators |        |        |        |
|---|--------|--------|--------|
| KPI   | Feb-23 | Feb-24 | Feb-25 |
| On-Time Performance (RW)                            | 90.0%  | 88.8%  | 87.1%  |
| On-Time Performance (RC)                            | 92.7%  | 93.8%  | 92.2%  |
| Preventable Accidents (RW)                          | 3      | 1      | 3      |
| Preventable Accidents (RC)                          | 0      | 0      | 1      |
| Service Calls (RW)                                  | 6      | 3      | 4      |
| Service Calls (RC)                                  | 0      | 0      | 0      |

| PARATRANSIT   Fleet Key Performance Indicators |         |         |         |
|--|---------|---------|---------|
| KPI  | Feb-23  | Feb-24  | Feb-25  |
| Revenue Miles (RW)                             | 132,962 | 147,738 | 149,774 |
| Revenue Miles (RC)                             | 14,078  | 17,595  | 18,199  |
| Fleet Miles (RW)                               | 149,475 | 165,428 | 168,822 |
| Fleet Miles (RC)                               | 17,375  | 23,763  | 22,235  |

**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 49,445 miles between Preventable Accidents this month.

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 21,382 miles between Service Calls this month.

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

**Ride Plus** started in June 2023.

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

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

RW = Redi-Wheels  
RC = RediCoast

**PRE-PANDEMIC RIDERSHIP COMPARISON**

| SAMTRANS   Average Weekday Ridership |               |               |               |               |                |
|--------------------------------------|---------------|---------------|---------------|---------------|----------------|
| Mode                                 | Feb-20        | Feb-23        | Feb-24        | Feb-25        | % <sup>3</sup> |
| Bus                                  | 37,113        | 25,963        | 31,643        | 33,181        | 89.4%          |
| Paratransit                          | 1,046         | 652           | 719           | 730           | 69.8%          |
| Shuttles                             | 12,135        | 1,818         | 1,410         | 1,873         | 15.4%          |
| Ride Plus                            | -             | -             | 104           | 110           | -              |
| <b>Total</b>                         | <b>50,294</b> | <b>28,433</b> | <b>33,876</b> | <b>35,894</b> | <b>71.4%</b>   |

| SAMTRANS   Total Ridership |                  |                |                |                |                |
|----------------------------|------------------|----------------|----------------|----------------|----------------|
| Mode                       | Feb-20           | Feb-23         | Feb-24         | Feb-25         | % <sup>3</sup> |
| Bus                        | 893,726          | 627,777        | 794,929        | 803,028        | 89.9%          |
| Paratransit                | 25,538           | 15,529         | 17,768         | 17,275         | 67.6%          |
| Shuttles                   | 238,246          | 35,119         | 28,279         | 35,999         | 15.1%          |
| Ride Plus                  | -                | -              | 2,792          | 2,662          | -              |
| <b>Total</b>               | <b>1,157,510</b> | <b>678,425</b> | <b>843,768</b> | <b>858,964</b> | <b>74.2%</b>   |

| CALTRAIN   Average Weekday Ridership |        |        |        |        |                |
|--------------------------------------|--------|--------|--------|--------|----------------|
| Mode                                 | Feb-20 | Feb-23 | Feb-24 | Feb-25 | % <sup>3</sup> |
| Caltrain                             | 67,218 | 16,489 | 21,193 | 30,077 | 44.7%          |

| CALTRAIN   Total Ridership |           |         |         |         |                |
|----------------------------|-----------|---------|---------|---------|----------------|
| Mode                       | Feb-20    | Feb-23  | Feb-24  | Feb-25  | % <sup>3</sup> |
| Caltrain                   | 1,406,951 | 356,049 | 487,979 | 694,147 | 49.3%          |

| OTHER MODES in San Mateo County   Average Weekday Ridership |        |        |        |        |                |
|---|--------|--------|--------|--------|----------------|
| Mode  | Feb-20 | Feb-23 | Feb-24 | Feb-25 | % <sup>3</sup> |
| Dumbarton   | 142    | 87     | 95     | 91     | 64.1%          |
| BART (San Mateo County)                                     | 43,088 | 15,190 | 16,368 | 17,577 | 40.8%          |

| OTHER MODES in San Mateo County   Total Ridership |         |         |         |         |                |
|---|---------|---------|---------|---------|----------------|
| Mode  | Feb-20  | Feb-23  | Feb-24  | Feb-25  | % <sup>3</sup> |
| Dumbarton   | 2,706   | 1,661   | 1,910   | 1,725   | 63.7%          |
| BART (San Mateo County)                           | 977,245 | 378,056 | 409,200 | 432,693 | 44.3%          |

**PRE-PANDEMIC FARES COMPARISON**

| SAMTRANS (BUS)   Fare Usage |                |                |                |                |                |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|
| Fare Type                   | Feb-20         | Feb-23         | Feb-24         | Feb-25         | % <sup>3</sup> |
| Adult                       | 477,304        | 376,662        | 490,169        | 504,681        | 105.7%         |
| Youth                       | 182,369        | 112,753        | 135,970        | 134,748        | 73.9%          |
| Eligible Discount           | 234,505        | 138,185        | 168,477        | 163,076        | 69.5%          |
| <b>Total</b>                | <b>894,178</b> | <b>627,600</b> | <b>794,616</b> | <b>802,505</b> | <b>89.7%</b>   |

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

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 89.4 percent of pre-pandemic levels (2020) for this month of February 2025.

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year (FY2020).

Dumbarton and demand-response service are excluded.

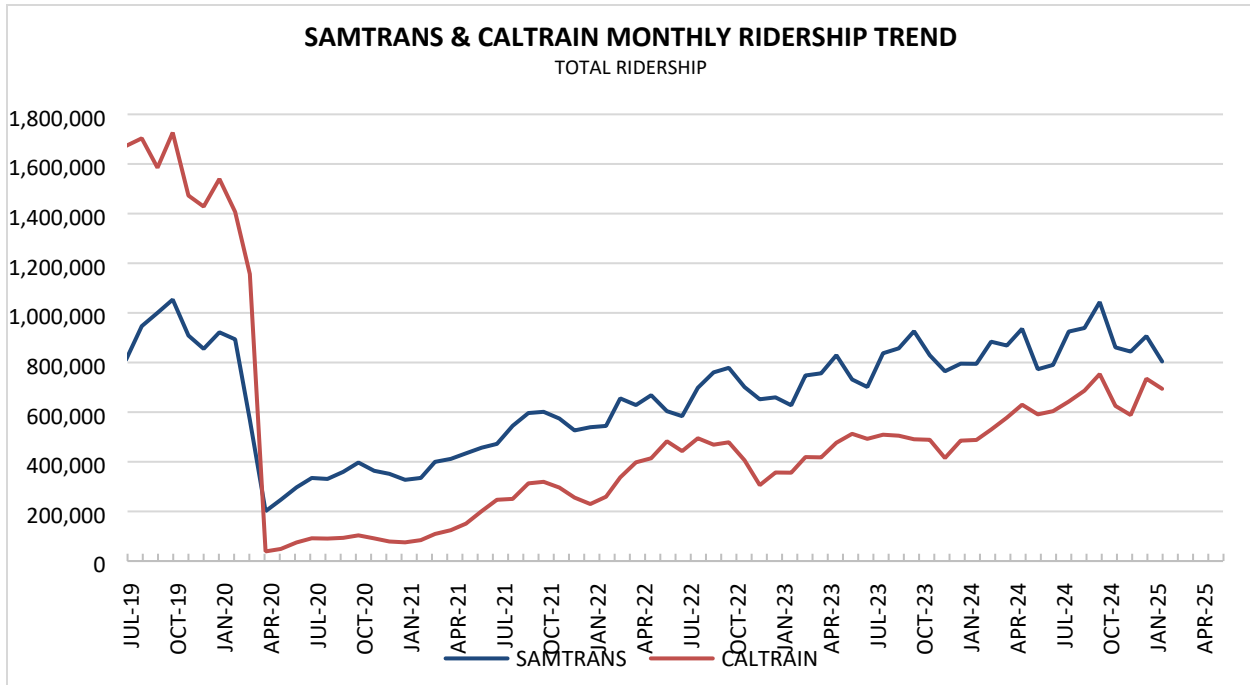
**IMPORTANT NOTES:**

Total row may not add up due to rounding.

SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

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

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



**CUSTOMER EXPERIENCE**

**SAMTRANS (BUS) | Customer Experience**

| KPI                  | Feb-23     | Feb-24     | Feb-25     |
|----------------------|------------|------------|------------|
| Complaints           | 72         | 104        | 95         |
| Accessibility        | 9          | 15         | 6          |
| Compliments          | 25         | 24         | 11         |
| Service Requests     | 44         | 69         | 29         |
| <b>Reports Total</b> | <b>150</b> | <b>212</b> | <b>141</b> |

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

The total number of reports for SamTrans decreased 33.5% from 212 reports in February 2024 to 141 reports in February 2025.

**COMMUNICATIONS & MARKETING**

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

**SamTrans Monthly Press Releases & Earned Media**

**News Posts/Mentions:**

- **SamTrans celebrates Black History Month, Rosa Parks’ Birthday and Transit Equity Day.**
  - KTVU Fox 2
  - KCBA Fox
- **SamTrans as an alternative to Caltrain following 101 crash**
  - MSN.com
  - Patch
  - San Jose Mercury News
  - NBC Bay Area
  - Telemundo KSTS
  - Vallejo Times-Herald

- **SamTrans headquarters to begin finish work**
  - San Mateo Daily Journal
- **Supervisor Jackie Speier joins SamTrans Board**
  - Hoodline
  - Local News Matters
- **MTC unveils new transit signs**
  - Patch
  - PR Newswire
  - Benzinga
- **San Mateo County crime stats**
  - Patch
  - Hoodline
  - Palo Alto Daily Post
  - Coastside News
- **San Mateo County “Get There Together” transportation management plan**
  - Coastside News

### **Digital Marketing Report**

- SamTrans had a heavy push to promote our support on social for Black History Month
  - For Transit Equity / Rosa Park’s Day on February 4, SamTrans partnered with the Domini Hoskins Black History Museum in Redwood City to celebrate Rosa Parks and showcase our first-ever Black History Month bus
  - Video interviews of African American staff were posted on all platforms, asking about important aspects of their culture
- The annual Lunar New Year/Year of the Snake bus wrap was also pushed on social media this year
- SamTrans welcomed former U.S. Congresswoman Jackie Speier to its Board of Directors
- Schedule changes for the newest runbook went into service February 23, which was pushed through our new post-Reimagine campaign messaging, *Effortless Travel, Endless Possibilities*
- The SamTrans hydrogen fuel-cell electric buses (FCEBs) started revenue service in the month of February
- A new batch of SamTrans Valentine’s Day cards was published on all platforms and the website, allowing riders to print out their own transit inspired cards
  - We had also produced cards for our Bay Area Transit Agency partners - showing some love and support to them as well
- SamTrans also launched it’s same-day paratransit service at the end of the month

### **Other Digital Marketing Highlights**

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

**Social Metrics: (Year to Year)**

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

| FEBRUARY 2025           | FEBRUARY 2024           | % Change |
|-------------------------|-------------------------|----------|
| Impressions: 308,782    | Impressions: 879,028    | -64.9%   |
| Engagements: 11,448     | Engagements: 23,425     | -51.1%   |
| Post Link Clicks: 1,550 | Post Link Clicks: 4,607 | -66.4%   |

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

**Marketing Activity Highlights**

- Bus shelter multilingual ads promoting our post-Reimagine new and improved service were in development in February. The first 25 will be installed next month, which is part of a range of new marketing activities under a campaign called "Effortless Travel, Endless Possibilities."
- The Google AdWords campaign for Effortless Travel, Endless Possibilities was in development in February and will go into force via AdTaxi next month.
- The SamTrans Triennial Survey is complete and contains a trove of customer attitudinal and behavioral data. SamTrans scored extremely high in overall satisfaction, and meetings are being held with internal stakeholders to analyze the results.

|              |                     |  |              |
|--------------|---------------------|--|--------------|
| Prepared By: | Kate Christopherson | Principal Planner, Operations Planning | 650-622-7877 |
|              | Tasha Bartholomew   | Manager, Media Relations               | 650-508-7927 |

**BOARD OF DIRECTORS 2025**

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

APRIL CHAN  
GENERAL MANAGER/CEO



# AGENDA

## San Mateo County Transit District

### Finance Committee Meeting Committee of the Whole

April 2, 2025 – 2:45 pm

*or immediately following the Community Relations Committee meeting*

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

Committee Members: Brooks Esser (Chair), David J. Canepa, Rico E. Medina

- 7.b.1. Call to Order
- 7.b.2. Approval of Minutes of the Finance Committee Meeting of March 5, 2025 Motion
- 7.b.3. Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract to Increase the Amount by \$4.7 Million Motion
- 7.b.4. Implementation of Caltrain Governance MOU: Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project Motion
- 7.b.5. 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 Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District  
1250 San Carlos Avenue, San Carlos, California  
Finance Committee Meeting / Committee of the Whole  
DRAFT Minutes of March 5, 2025**

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

**Members Absent:** None

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

**Other Board Members Present Constituting Committee of the Whole (Via Teleconference):** M. Chuang, M. Fraser

**Other Board Members Absent:** None

**Staff Present:** J. Cassman, A. Chan, K. Jordan Steiner, L. Lumina-Hsu, M. Tseng, S. van Hoften, K. Yin

**9.b.1. Call to Order**

Committee Chair Esser called the meeting to order at 3:29 pm.

**9.b.2. Approval of Minutes of the Finance Committee Meeting of February 5, 2025**

Motion/Second: Medina/Canepa

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

Noes: None

Absent: Speier

**9.b.3. Adopting a District Debarment Policy**

Kevin Yin, Director, Contracts and Procurement, provided the presentation, which included the following:

- Established procedures for fair review of contractors who are at risk of debarment
- Due process includes notice and hearing

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

- Agency ability to use policy if an entity is not responsible or violates contract
- Recommend prequalification ahead of time prior to bids
- Maintain debarment list

Motion/Second: Fraser/Speier

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

Noes: None

Absent: None



**9.b.4. Receive Quarterly Financial Report Fiscal Year 2025 Quarter 2 Results and Annual Outlook**

Kate Jordan Steiner, Chief Financial Officer, provided the presentation, which included the following:

- Fiscal Year (FY) 2025 quarter budget to actual
- Year-to-Date (YTD) deficit of \$2.2 million favorable budget
- Sales tax and Measure W slow down with decline in growth; moderate growth projected to resume in FY26-FY27
- Investment income favorable with higher-than-expected returns, and expected to remain favorable for FY25
- FY25 forecasted \$2.4 million unfavorable operating revenue, \$9.7 million favorable operating expenses, and \$5.9 million projected better-than-budget net position with \$36.6 million deficit
- Expenses increased more rapidly than sources and at a higher rate for labor, non-labor, contracted service costs

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

- Sale tax forecast
- Inclusion of tariff impacts on budget to be provided to Board at a later date
- Sales tax stabilization fund created as a buffer against dip in sales tax

**9.b.5. Adjourn** – The meeting adjourned at 3:50 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to [board@samtrans.com](mailto:board@samtrans.com).

**San Mateo County Transit District  
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Dave Covarrubias                      David Olmeda  
Deputy Chief Financial Officer              Chief Operating Officer, Bus

Subject: **Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract to Increase the Amount by \$4.7 Million**

**Action**

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

1. Authorize an increase to contract 21-S-P-028 with Group 4 Architecture, Research + Planning, Inc. of South San Francisco, CA (Group 4 Architecture) to provide On-Call General Engineering Consultant Design Services (Services) by \$4.7 million from the current not-to-exceed contract amount of \$3.3 million to a new contract amount of \$8 million.
  
2. Authorize the General Manager/CEO or designee to execute an Amendment to the contract with Group 4 Architecture, in a form approved by legal counsel.

**Significance**

Approval of the proposed amendment to this contract will provide the District with a qualified firm available to support the required and anticipated volume of the Services, and will ensure uninterrupted Services to the District infrastructure projects listed on Table 1:

**Table 1**

| Infrastructure Group  | Funded Design          |
|---|------------------------|
| SB Switchgear Replacement Project                           | \$ 392,108.49          |
| NB BEB Pilot Infrastructure Modifications                   | \$ 136,416.97          |
| NB Building 200 - Assessment of Building Condition          | \$ 56,762.52           |
| NB Building 200 Replacement - 35% Design                    | \$ 496,624.00          |
| NB Building 200 Replacement Temporary Accommodation Program | \$ 785,598.24          |
| NB Building 200 Monitoring Services                         | \$ 93,773.36           |
| NB Building 200 Replacement - Final Design Package          | \$ 2,364,743.00        |
| <b>TOTAL</b>  | <b>\$ 4,326,026.58</b> |

### **Budget Impact**

Work Directives (WDs) issued under this contract will be funded by a variety of funding sources which may include State, Regional, and Local revenues and grants from approved and future capital budget. WDs issued under this contract are not eligible for federal funding.

### **Background**

In November 2020, the District issued a request for proposals for on-call general engineering consultant design services (RFP). The RFP's scope of work broadly described the types of services that may be required on a project-by-project basis. The RFP did not establish a specific budget or list of projects as such information would be identified in WDs.

Pursuant to Resolution No. 2021-7, the Board awarded a seven-year base term contract to Group 4 Architecture to provide the Services for a not-to-exceed amount of \$3 million with added contingency of \$300,000 for an aggregate amount of \$3.3 million. Consistent with the RFP, the staff report associated with this action did not identify specific projects or budget but instead contemplated the District needing these services to support upcoming capital improvement projects in general.

The initial contract capacity reflected the capital projects planned or anticipated by the Facilities department in 2021, however, the RFP's scope of work was intentionally broad and did not include a budget so that this contract could be utilized to obtain general engineering consultant design services needed for any future capital projects during the contract term. Since the initiation of this contract, the District has extensively grown its CIP goals to include support for zero emission bus operations, bus stop improvements, building rehabilitation, and the replacement of North Base Building 200. These projects have rapidly depleted the initial contract capacity. Since the District executed this contract on April 1, 2021, the District has released \$3,018,850 of the contract capacity with more than three years remaining on the contract, which expires on March 31, 2028.

The District requires on-call general engineering consultant design services for the existing projects. The large Infrastructure projects listed in Table 1 were unknown at award of the contract and the capacity increase will allow continuity of design throughout construction of building 200. Facilities is currently in the process to resolicit the contract and does not plan on adding any additional WDs to the contract. Efforts related to these projects are time-sensitive, currently in-progress and/or cannot be postponed to allow time for a new on-call general engineering consultant procurement. Group 4 Architecture has been essential from the start of design of building 200 and it is in the best interest of the District to have them remain until after building 200 is complete.

Approval of this increase in contract capacity and execution of the amendment will not obligate the District to procure any specific level of service from Group 4 Architecture until a work directive is issued.

|              |                |                                       |              |
|--------------|----------------|---------------------------------------|--------------|
| Prepared By: | Dominic Brooke | Maintenance Contract Administrator    | 650-399-6220 |
|              | Kevin Yin      | Director of Contracts and Procurement | 650-622-7860 |

**Resolution No. 2025 -**

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

\* \* \*

**Authorizing an Amendment to On-Call General Engineering Consultant Design Services Contract  
to Increase the Amount by \$4.7 Million**

**Whereas**, pursuant to Resolution No. 2021- 7, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded a contract to Group 4 Architecture, Research + Planning, Inc. of South San Francisco, CA (Group 4 Architecture) to provide On-Call General Engineering Consultant Design Services (Services) for a not-to-exceed amount of \$3 million with added contingency of \$300,000 for an aggregate amount of \$3.3 million for a seven-year base term; and

**Whereas**, current remaining contract capacity as of February 27, 2025 is just \$281,150 with more than three years remaining on the contract; and

**Whereas**, since 2021, the District has extensively grown its capital improvement plan goals, resulting in many new projects for which on-call general engineering consultant design services are required; and

**Whereas**, many of these efforts are time-sensitive, currently in-progress and cannot be postponed to allow time for a new request for proposals (RFP) for the necessary on-call general engineering consultant design services to be issued and a new contract to be executed; and

**Whereas**, without the additional capacity available to use promptly, these high-priority projects for the District will be delayed; and

**Whereas**, staff anticipate the District will need an additional \$4.7 million in contract capacity to cover budgeted and expected projects for the remaining contract period; and

**Whereas**, execution of this proposed amendment to increase the contract capacity will allow the District to maintain uninterrupted services in connection with current and upcoming projects; and

**Whereas**, staff recommends that the Board authorize an increase to the Services contract by \$4.7 million, from the current not-to-exceed contract amount of \$3.3 million, for a new contract amount of \$8 million.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby authorizes an increase to contract 21-S-P-028 with Group 4 Architecture, Research + Planning, Inc. to provide On-Call General Engineering Consultant Design Services by \$4.7 million, from the current not-to-exceed contract amount of \$3.3 million to a new contract amount of \$8 million; and

**Be It Further Resolved** that the Board authorizes the General Manager/CEO or designee to execute an Amendment to the contract with Group 4 Architecture, in a form approved by legal counsel.

Regularly passed and adopted this 2<sup>nd</sup> day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary

**San Mateo County Transit District  
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Joan L. Cassman, General Counsel

Subject: **Implementation of Caltrain Governance MOU: Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project**

**Action**

Authorize the General Manager/CEO to execute quitclaim deeds for properties in the Caltrain right-of-way (ROW) that are jointly owned by the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB). The subject parcels are listed below and depicted in red on the maps attached as Exhibit A to the included resolution:

- D-3114-1A
- D-3115-1
- D-3116-1
- D-3117-1
- D-1118-1
- D-1118-2
- D-3120-2
- D-3121-2
- D-3122-2
- D-3123-1
- D-3123-2
- D-3124-1
- D-3126-1
- D-3127-1
- D-3159E5
- D-3159E6
- D-3700X-2

**Significance**

In 1991, the District advanced funds comprising the entire "local share" attributed to the three JPB Member Agencies (the District, the City and County of San Francisco (CCSF) and the Santa Clara County Valley Transit District (VTA)) for the purchase of the Caltrain ROW, and the acquired properties were held jointly by the District and the JPB. A Real Property Ownership Agreement (RPOA) between the JPB Member Agencies, as well as the 2022 Caltrain Governance MOU (MOU), require the District to transfer to the JPB the titles for ROW properties purchased with funds advanced by the District upon completion of certain agreed-upon repayments for the District's 1991 investment. At this time, agreed-upon payments have been completed and the District and JPB are completing the resulting title transfers.

The parcels listed above were not purchased directly with funds advanced by the District in 1991, but were acquired jointly by the District and JPB from the SF Bay Area Rapid Transit District (BART) as part of a land swap to facilitate construction of the BART SFO Extension Project. Accordingly, the listed parcels, referred to as the "BART Parcels," also are subject to the RPOA and MOU, and the proposed transfer is required at this time.

### **Budget Impact**

There is no budget impact.

### **Background**

#### ***1991 ROW Purchase, RPOA and MOU***

Concurrent with the 1991 purchase of the Caltrain ROW between San Francisco and San Jose, the three JPB Member Agencies entered into the RPOA that governed the ownership and management of the property being acquired. That agreement was necessary because the District advanced the entire \$82 Million local share, a significant portion of the cost of acquiring the ROW<sup>1</sup> (which was denoted as the "Additional Contribution" in the RPOA), due to the inability of the other two JPB Member Agencies to fund their portion of the full purchase price. As part of that arrangement and as partial security for its investment, the District acquired a 50 percent undivided share in the portion of the ROW located in San Mateo County.

The RPOA was substantially amended in 2008. Section 4.1 of the amended RPOA provides that, upon full repayment of the amount due for the "Additional Contribution" from the other Member Agencies, the District is required to reconvey to the JPB "all of its interests in title to the ROW." The repayment obligations under the 2008 amended RPOA were never fully satisfied. Accordingly, the terms of the August 5, 2022 MOU then provided for the other two JPB member agencies, VTA and CCSF, along with the Metropolitan Transportation Commission, to pay a negotiated amount to the District to satisfy their obligations under the RPOA for the Additional Contribution.

Now that all payments have been made to the District pursuant to the MOU, staff and legal counsel have been engaged in the process of transferring title to the ROW properties from the District to the JPB. As the RPOA and MOU explicitly provided for the transfer of the San Mateo County ROW properties acquired in the 1991 purchase, a quitclaim deed for those parcels was executed by the General Manager/CEO and was recorded on February 6, 2025. In addition, there are a number of additional properties that were acquired through circumstances outside of and subsequent to the 1991 ROW purchase but still fall within the "ROW" definition in the RPOA subject to transfer to the JPB, such as the "BART Parcels" being addressed through the proposed action.

#### ***Land Swap***

When BART undertook the SFO Extension and constructed the line between South San Francisco and Burlingame, it required a stretch of ROW parcels acquired for the JPB in 1991.

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<sup>1</sup> Section 1.15 of the RPOA defines "ROW" as "[a]ll real property and other assets to be acquired by the JPB and SamTrans pursuant to the [November 22, 1991] Purchase Agreement other than the [Moffet, San Bruno, and Vasona I and II properties]."



The parcels, located just *east* of the active Caltrain tracks and appearing in blue on the attached maps, were transferred by the District and JPB to BART.

In exchange, BART transferred to the District and JPB the “BART Parcels” listed in the “Action” section, above. The BART Parcels are located to the *west* of the Caltrain ROW and are outlined in red on the attached maps.<sup>2</sup> The land swap and proposed action also include two small easements for fiber optic lines that cross the BART Parcels.

***Future Action***

The proposed action does not conclude the title transfer process. There is a second group of properties consisting of parcels that were options under the 1991 Caltrain ROW purchase agreement and which, subsequently, were jointly acquired by the District and the JPB. They, too, fall within the RPOA's definition of the ROW that need to be released by the District to the JPB. In addition, there are a few other properties that were acquired in the course of projects involving the rail corridor, but title was taken jointly with the District to match the remainder of the Caltrain ROW. Staff is in the process of confirming the circumstances of each acquisition and expects to bring back to the Board a request to authorize the transfer of some remaining properties which we believe also are subject to the RPOA conveyance obligation.

|              |                   |               |              |
|--------------|-------------------|---------------|--------------|
| Prepared By: | Michael Conneran  | Legal Counsel | 415-995-5042 |
|              | Shayna van Hoften | Legal Counsel | 415-995-5880 |

---

<sup>2</sup> Before the BART Parcels were acquired by BART (and later transferred to the District and JPB), they were a trolley right of way held by CCSF.

**Resolution No. 2025-**

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

\* \* \*

**Authorizing the General Manager/CEO to Execute a Quitclaim Deed in Favor of the Peninsula Corridor Joint Powers Board to Release Interests in Real Property Acquired as Part of the SFO BART Extension Project**

**Whereas**, in 1991, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (JPB) jointly acquired the Caltrain right-of-way (ROW) between San Francisco and San Jose; and

**Whereas**, as part of the 1991 transaction to consummate the purchase of the ROW, the District advanced the entire \$82 million local share, which constituted a significant portion of the cost of the ROW acquisition, due to the inability of the other two JPB member agencies (Santa Clara Valley Transportation Authority (VTA) and the City & County of San Francisco (CCSF)) to contribute their shares of the purchase; and

**Whereas**, concurrent with the 1991 transaction, the three member agencies of the JPB entered into a "Real Property Ownership Agreement" (RPOA) that governed the ownership and management of the property being acquired in that transaction and addressed the advancement of funds by the District, including a mechanism for the District to be repaid for the funds it advanced (which were denoted as the "Additional Contribution"); and

**Whereas**, pursuant to the RPOA, the District took an undivided 50 percent ownership of the ROW within San Mateo County as a security interest, with an obligation to reconvey that interest upon the repayment of the Additional Contribution; and

**Whereas**, given the lack of any repayment to the District for the Additional Contribution over a period of 17 years, the RPOA was amended in 2008, and Section 4.1 of the amended RPOA provides that, upon full repayment of the amount due for the "Additional Contribution" from the other member agencies, the District is required to convey to the JPB "all of its interests in title to the ROW"; and

**Whereas**, because the repayment obligations to the District in the 2008 amended RPOA were never fully satisfied, the terms of the August 5, 2022 "Governance Memorandum of Understanding" (MOU) among the JPB and the three member agencies provide that, in order to settle the obligation in the RPOA for repayment of the Additional Contribution, VTA and CCSF, along with the Metropolitan Transportation Commission, were to pay negotiated amounts to the District; and

**Whereas**, the District has now received all repayments required by the MOU, and staff and legal counsel have begun the process of transferring to the JPB the District's title interests in the ROW; and

**Whereas**, the JPB and the District each own an undivided 50% share of a portion of the current Caltrain ROW that was acquired from the S.F. Bay Area Rapid Transit District (BART) as part of a swap of property rights to facilitate the BART SFO Extension Project (the "BART Parcels"):

- D-3114-1A
- D-3115-1
- D-3116-1
- D-3117-1
- D-1118-1
- D-1118-2
- D-3120-2
- D-3121-2
- D-3122-2
- D-3123-1

- D-3123-2
- D-3124-1
- D-3126-1
- D-3127-1
- D-3159E5
- D-3159E6
- D-3700X-2; and

**Whereas**, as the BART Parcels were acquired in exchange for property that was purchased in the 1991 ROW transaction, these parcels are subject to the obligations of the RPOA and MOU requiring the District to convey its property interests in the BART Parcels to the JPB.

**Now, Therefore, Be It Resolved** that the Board of Directors hereby authorizes the General Manager/CEO to execute a Quitclaim Deed in favor of the Peninsula Corridor Joint Powers Board for the BART Parcels and to take any other action necessary to give effect to this resolution.

Regularly passed and adopted this 2nd day of April, 2025 by the following vote:

Ayes:

Noes:

Absent:

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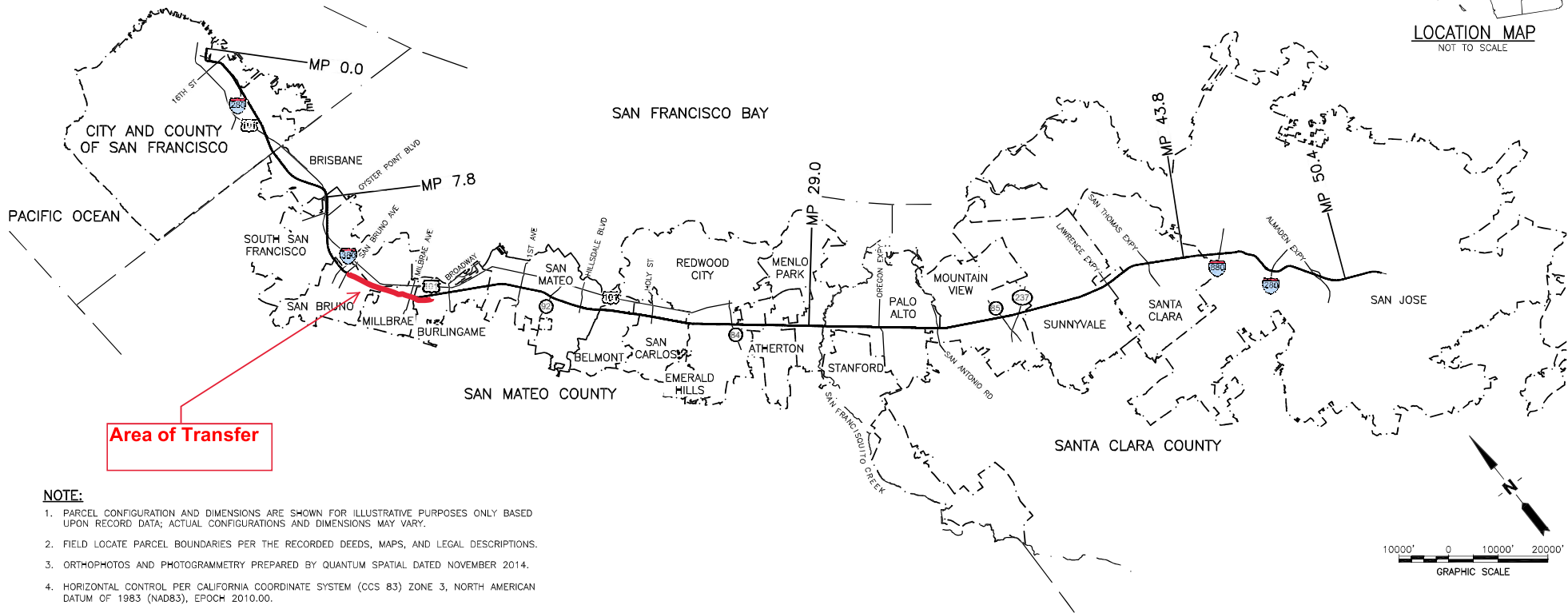
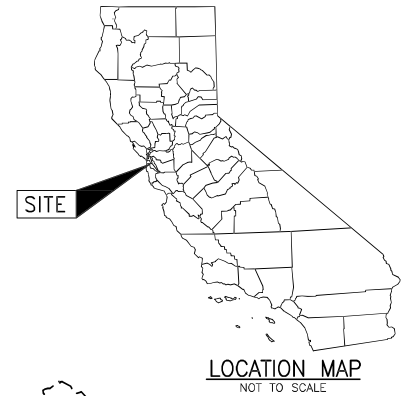
Chair, San Mateo County Transit District

Attest:

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District Secretary

# PENINSULA CORRIDOR JOINT POWERS BOARD RIGHT OF WAY PLANS MILE POST 0.0 TO MILE POST 50.4

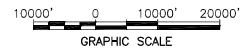


**Area of Transfer**

**NOTE:**

1. PARCEL CONFIGURATION AND DIMENSIONS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY BASED UPON RECORD DATA; ACTUAL CONFIGURATIONS AND DIMENSIONS MAY VARY.
2. FIELD LOCATE PARCEL BOUNDARIES PER THE RECORDED DEEDS, MAPS, AND LEGAL DESCRIPTIONS.
3. ORTHOPHOTOS AND PHOTOGRAMMETRY PREPARED BY QUANTUM SPATIAL DATED NOVEMBER 2014.
4. HORIZONTAL CONTROL PER CALIFORNIA COORDINATE SYSTEM (CCS 83) ZONE 3, NORTH AMERICAN DATUM OF 1983 (NAD83), EPOCH 2010.00.
5. VERTICAL CONTROL PER NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

**KEY MAP**  
SCALE 1"=10,000'



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COUNTY: SAN FRANCISCO, SAN MATEO, SANTA CLARA CITY: MILLBRAE

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|                           |
|---------------------------|
| DESIGNED<br>NA            |
| DRAWN<br>T. WALTZ         |
| CHECKED<br>C. PONCE       |
| IN CHARGE<br>D. CRONQUIST |
| DATE<br>11/22/2024        |

**AECOM**  
300 LAKESIDE DRIVE, SUITE 400  
OAKLAND, CA 94612  
DIRECT: 510-893-3600  
FAX: 510-874-3268













|                          |
|--------------------------|
| DEPUTY DIRECTOR<br>--    |
| PROJECT MANAGEMENT<br>-- |
| STRUCTURES<br>--         |
| TRACK/CIVIL<br>--        |

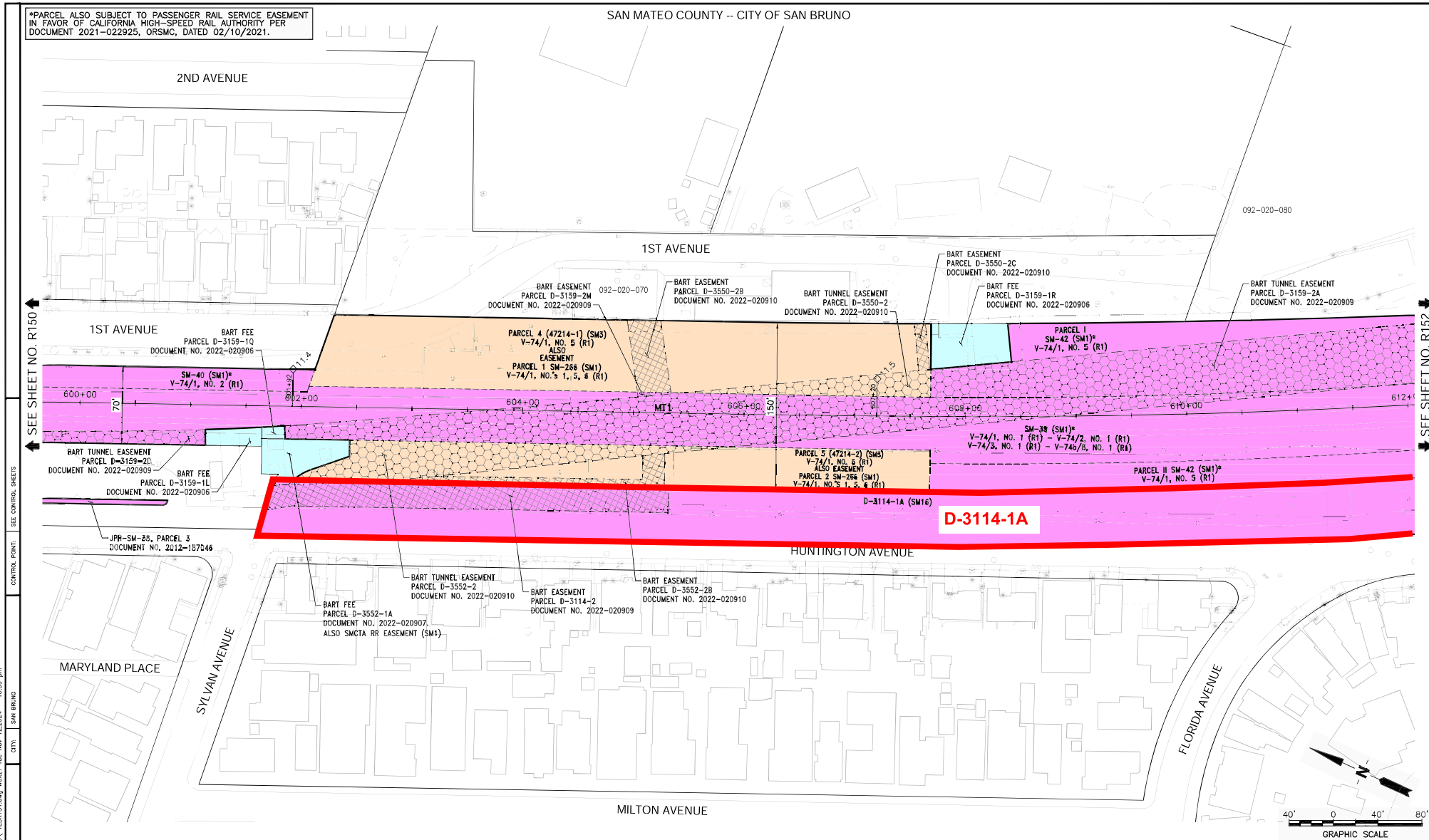
**PENINSULA CORRIDOR JOINT POWERS BOARD**

**RIGHT OF WAY PLANS  
TITLE  
KEY MAP**

|                         |                         |
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| CONTRACT NO             | REV<br>0                |
| DWG NO<br><b>R001</b>   | PAGE NO<br>1            |

**OWNERSHIP LEGEND**

|   |  |
|---|--|
|    | JPB ELECTRICAL SAFETY ZONE EASEMENT                              |
|    | JPB FEE  |
|    | JPB/SAMTRANS FEE (JOINTLY OWNED)                                 |
|    | JPB RAILROAD EASEMENT  |
|    | JPB TEMPORARY EASEMENT   |
|    | JPB/SAMTRANS RAILROAD EASEMENT (JOINTLY OWNED)                   |
|    | PARTNER AGENCIES AS NOTED (BART, SMCTA, VTA)                     |
|    | 3RD PARTY TUNNEL EASEMENT  |
|   | 3rd PARTY EASEMENT   |
|  | JPB EASEMENTS, ENCROACHMENTS, AND OVERLAPS AS NOTED ON THE PLANS |

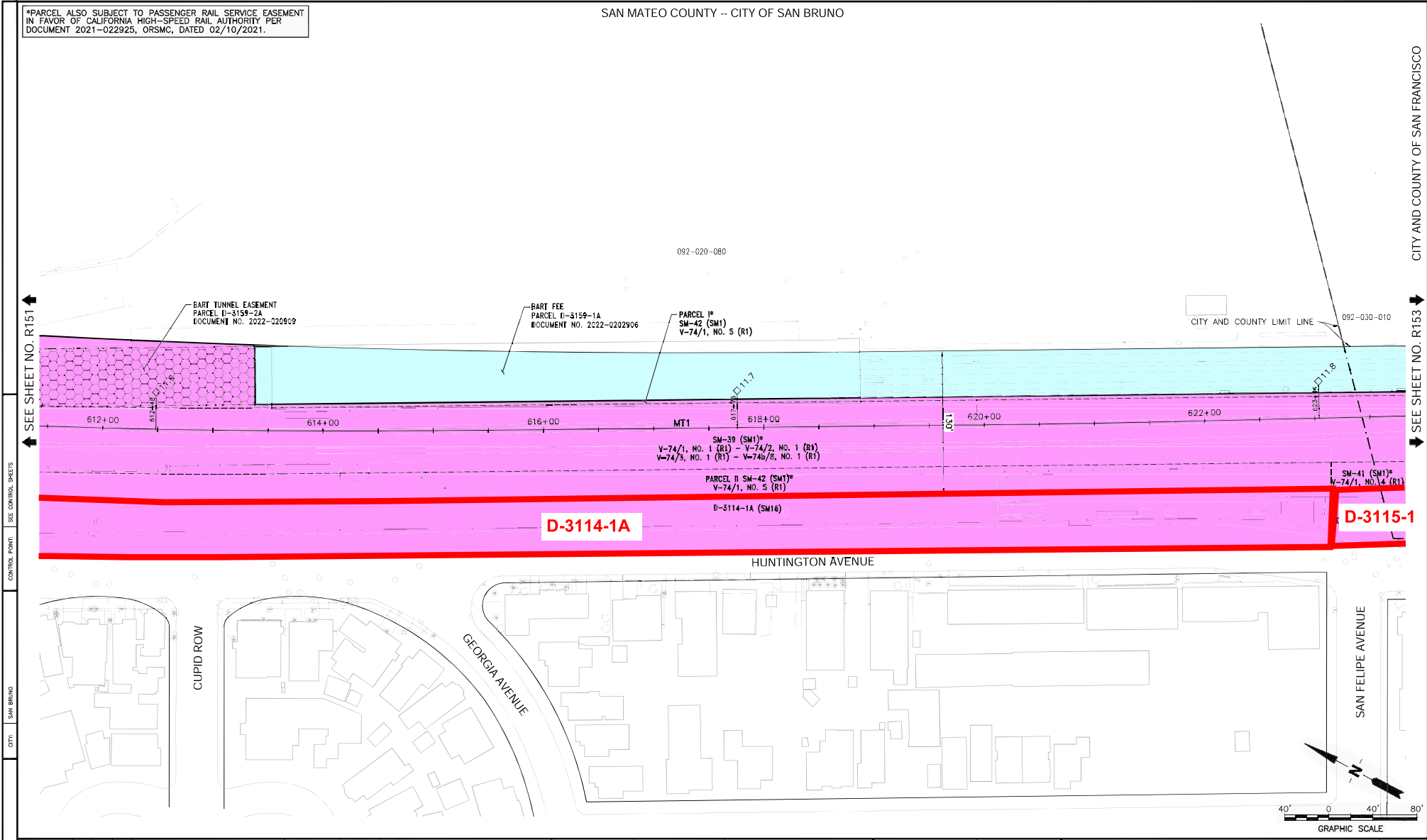


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| COUNTY: SAN MATEO<br>CITY: SAN BRUNO<br>DATE: 12/2024<br>TIME: 10:59 AM<br>FILE: TESR151.dwg<br>PLOT: 17 of 96 |  |  |  | DESIGNED: N/A<br>DRAWN: T. WALTZ<br>CHECKED: C. PONCE<br>IN CHARGE: D. CRONQUIST<br>DATE: 11/22/2024 |  |  |  | <b>AECOM</b><br>300 LAKESIDE DRIVE, SUITE 400<br>OAKLAND, CA 94612<br>DIRECT: 510-893-3600<br>FAX: 510-874-3268 |  | <b>Caltrain</b><br>1250 San Carlos Avenue<br>San Carlos, CA 94070 |  | <b>PENINSULA CORRIDOR JOINT POWERS BOARD</b><br>RIGHT OF WAY PLANS<br>SEGMENT 2<br>PLAN 17 OF 96 |  | CADD FILE NO: TESR151<br>SCALE: 1" = 40'<br>CONTRACT NO: 11.5<br>DWG NO: R151 |  | CADD DATE: 012924<br>MILEPOST: 11.5<br>REV: 0<br>PAGE NO: 65 |  |
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 COUNTY: SAN MATEO  
 CITY: SAN BRUNO

SAN MATEO COUNTY -- CITY OF SAN BRUNO

\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.



SEE CONTROL SHEETS  
CONTROL POINT:  
CITY: SAN BRUNO

REV DATE BY SUB APP DESCRIPTION  
 COUNTY: SAN MATEO  
 CITY: SAN BRUNO  
 C:\pwworking\Aecoms\Users\jms14013\TESR152.dwg Plot Date: 12/20/24 - 11:00 pm

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|     |      |    |     |     |             |

DESIGNED: NA  
 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 01/03/2024

**AECOM**  
 300 LAKESIDE DRIVE, SUITE 400  
 OAKLAND, CA 94612  
 DIRECT: 510-893-3600  
 FAX: 510-874-3268

**Caltrain.**  
 1250 San Carlos Avenue  
 San Carlos, CA 94070

DEPUTY DIRECTOR: —  
 PROJECT MANAGEMENT: —  
 STRUCTURES: —  
 TRACK/CIVIL: —

**PENINSULA CORRIDOR JOINT POWERS BOARD**

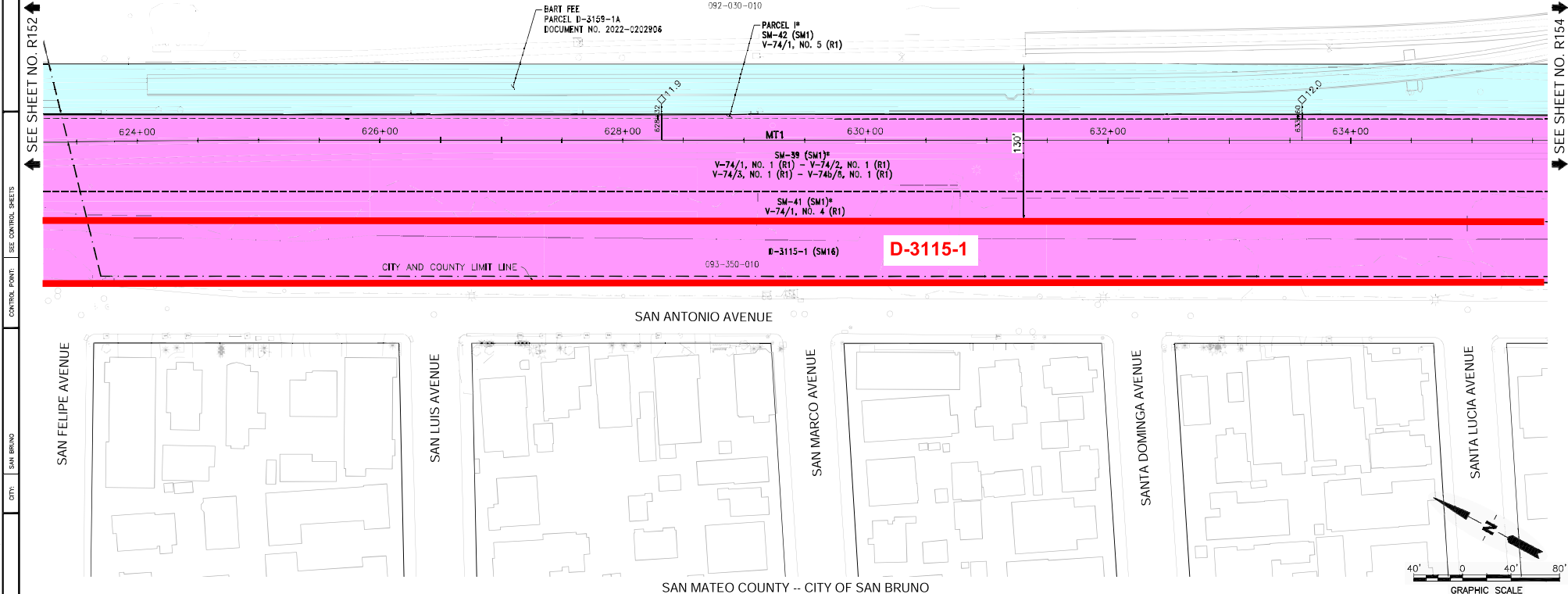
RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 18 OF 96

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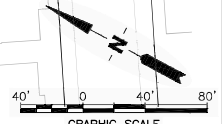
CITY AND COUNTY OF SAN FRANCISCO INTERNATIONAL AIRPORT

\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.



SAN ANTONIO AVENUE

SAN MATEO COUNTY -- CITY OF SAN BRUNO



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 COUNTY: SAN MATEO CITY: SAN BRUNO

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 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 01032024

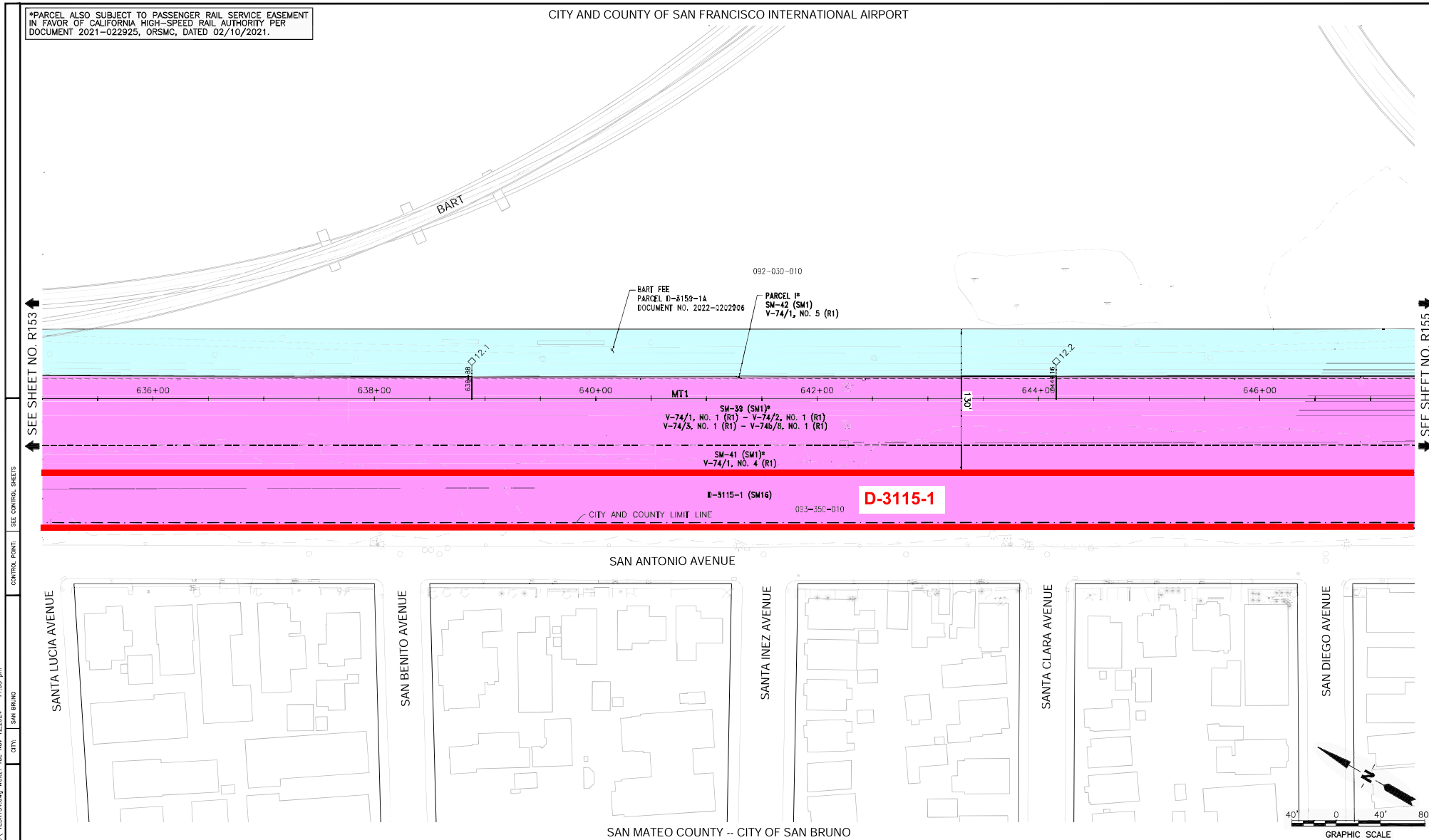
**AECOM**  
 300 LAKESIDE DRIVE, SUITE 400  
 OAKLAND, CA 94612  
 DIRECT: 510-893-3600  
 FAX: 510-874-3268

  
 DEPUTY DIRECTOR: -  
 PROJECT MANAGEMENT: -  
 STRUCTURES: -  
 TRACK/CIVIL: -

**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 19 OF 96

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 COUNTY: SAN MATEO CITY: SAN BRUNO

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DESIGNED: NA  
 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 01032024

**AECOM**  
 300 LAKESIDE DRIVE, SUITE 400  
 OAKLAND, CA 94612  
 DIRECT: 510-893-3600  
 FAX: 510-874-3268

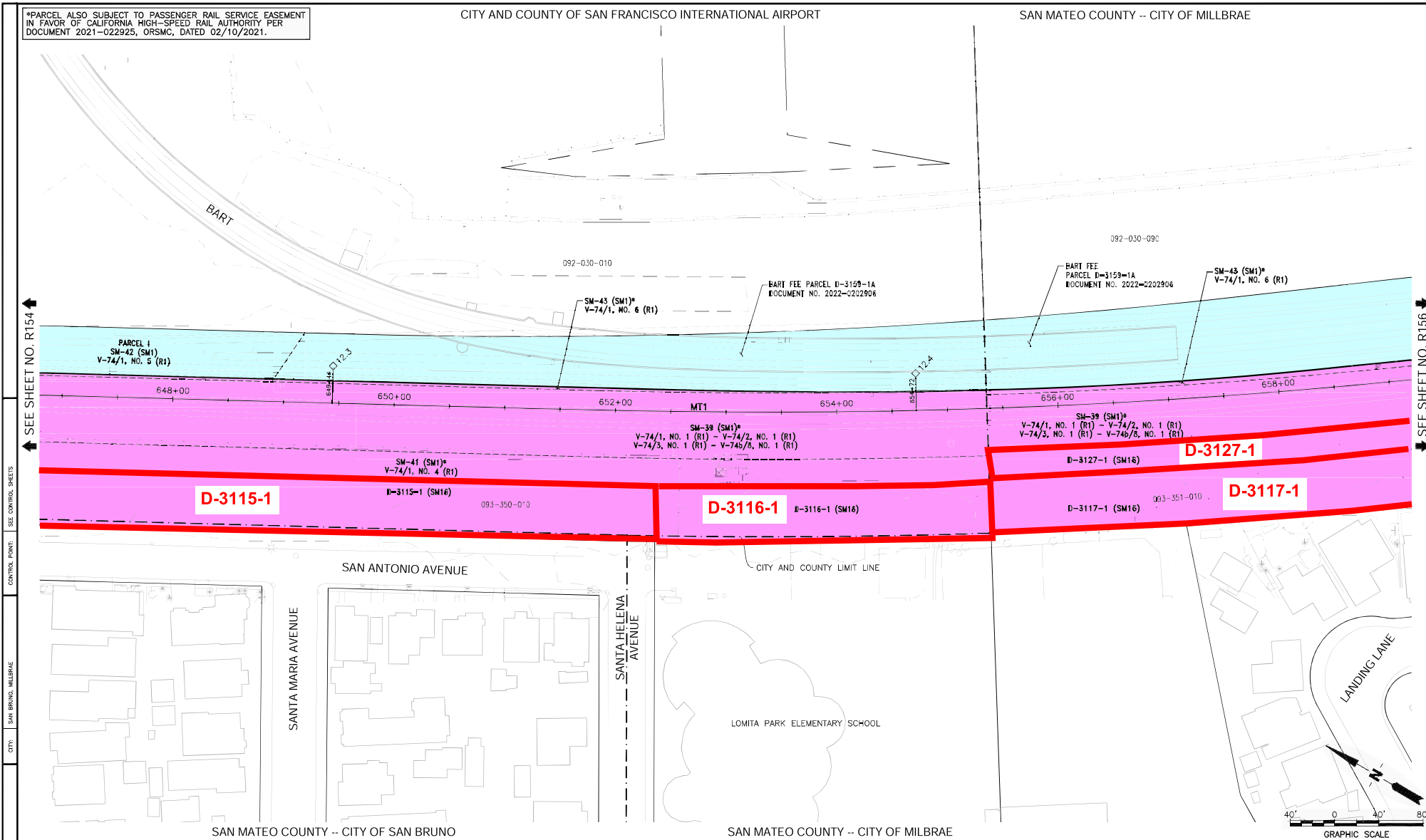
**Caltrain**  
 1250 San Carlos Avenue  
 San Carlos, CA 94070

DEPUTY DIRECTOR  
 PROJECT MANAGEMENT  
 STRUCTURES  
 TRACK/CIVIL

**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 20 OF 96

|                         |                     |
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| SCALE<br>1" = 40'       | MILEPOST<br>12.1    |
| CONTRACT NO             | REV<br>0            |
| DWG NO<br>R154          | PAGE NO<br>68       |



\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.

CITY AND COUNTY OF SAN FRANCISCO INTERNATIONAL AIRPORT

SAN MATEO COUNTY -- CITY OF MILLBRAE

SEE SHEET NO. R154

SEE SHEET NO. R156

SEE CONTROL SHEETS

CONTROL POINT: CITY: SAN BRUNO, MILLBRAE

COUNTY: SAN MATEO

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| DESIGNED<br>NA            |
| DRAWN<br>T. WALTZ         |
| CHECKED<br>C. PONCE       |
| IN CHARGE<br>D. CRONQUIST |
| DATE<br>01/03/2024        |

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300 LAKESIDE DRIVE, SUITE 400  
OAKLAND, CA 94612  
DIRECT: 510-893-3600  
FAX: 510-874-3268

**Caltrain.**  
1250 San Carlos Avenue  
San Carlos, CA 94070

DEPUTY DIRECTOR  
PROJECT MANAGEMENT  
STRUCTURES  
TRACK/CIVIL

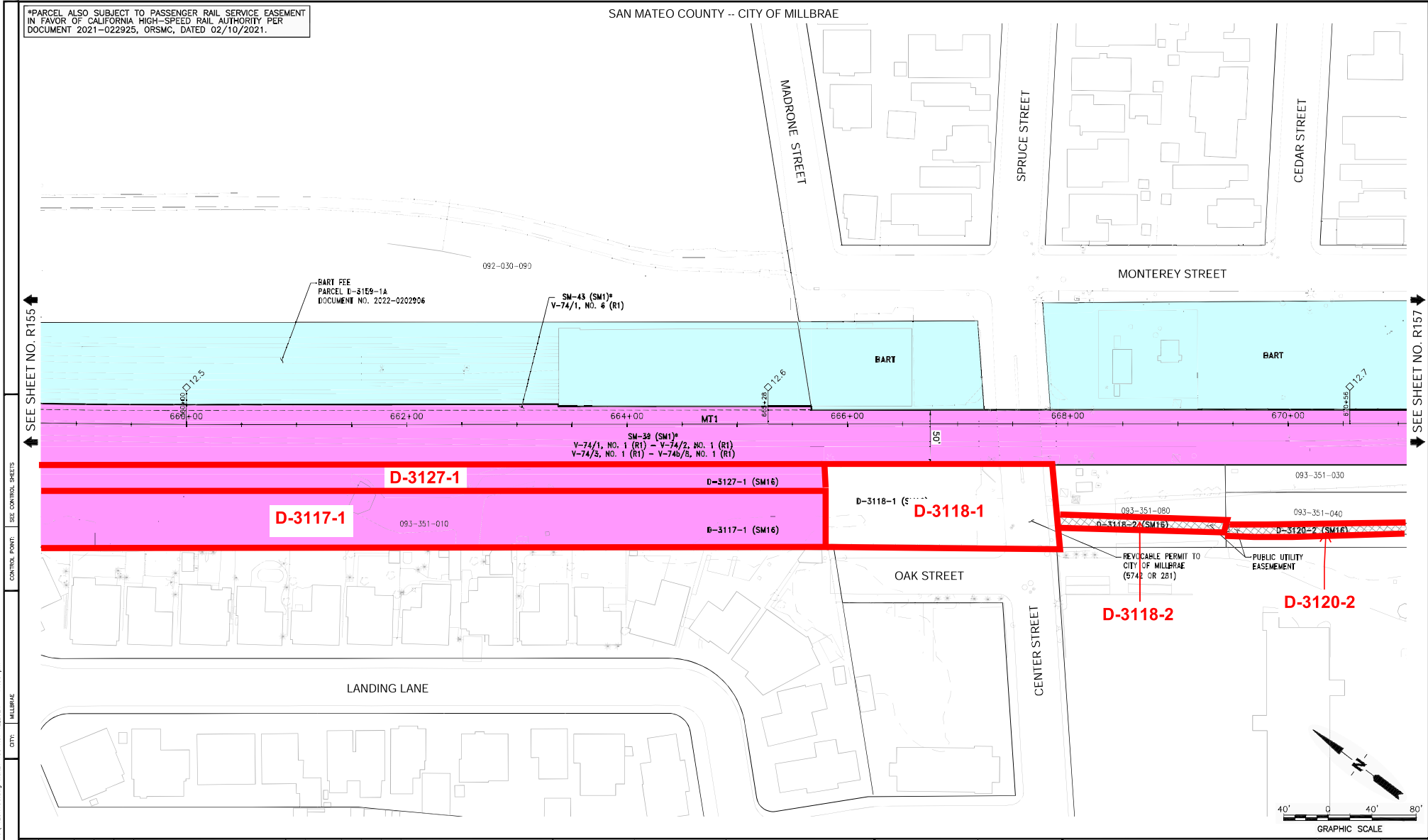
**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
SEGMENT 2  
PLAN 21 OF 96

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| SCALE<br>1" = 40'       | MILEPOST<br>12.4      |
| CONTRACT NO             | REV<br>0              |
| DWG NO<br>R155          | PAGE NO<br>69         |

\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.

SAN MATEO COUNTY -- CITY OF MILLBRAE



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| DESIGNED<br>NA            |
| DRAWN<br>T. WALTZ         |
| CHECKED<br>C. PONCE       |
| IN CHARGE<br>D. CRONQUIST |
| DATE<br>01032024          |

**AECOM**  
300 LAKESIDE DRIVE, SUITE 400  
OAKLAND, CA 94612  
DIRECT: 510-893-3600  
FAX: 510-874-3268

**Caltrain.**  
1250 San Carlos Avenue  
San Carlos, CA 94070

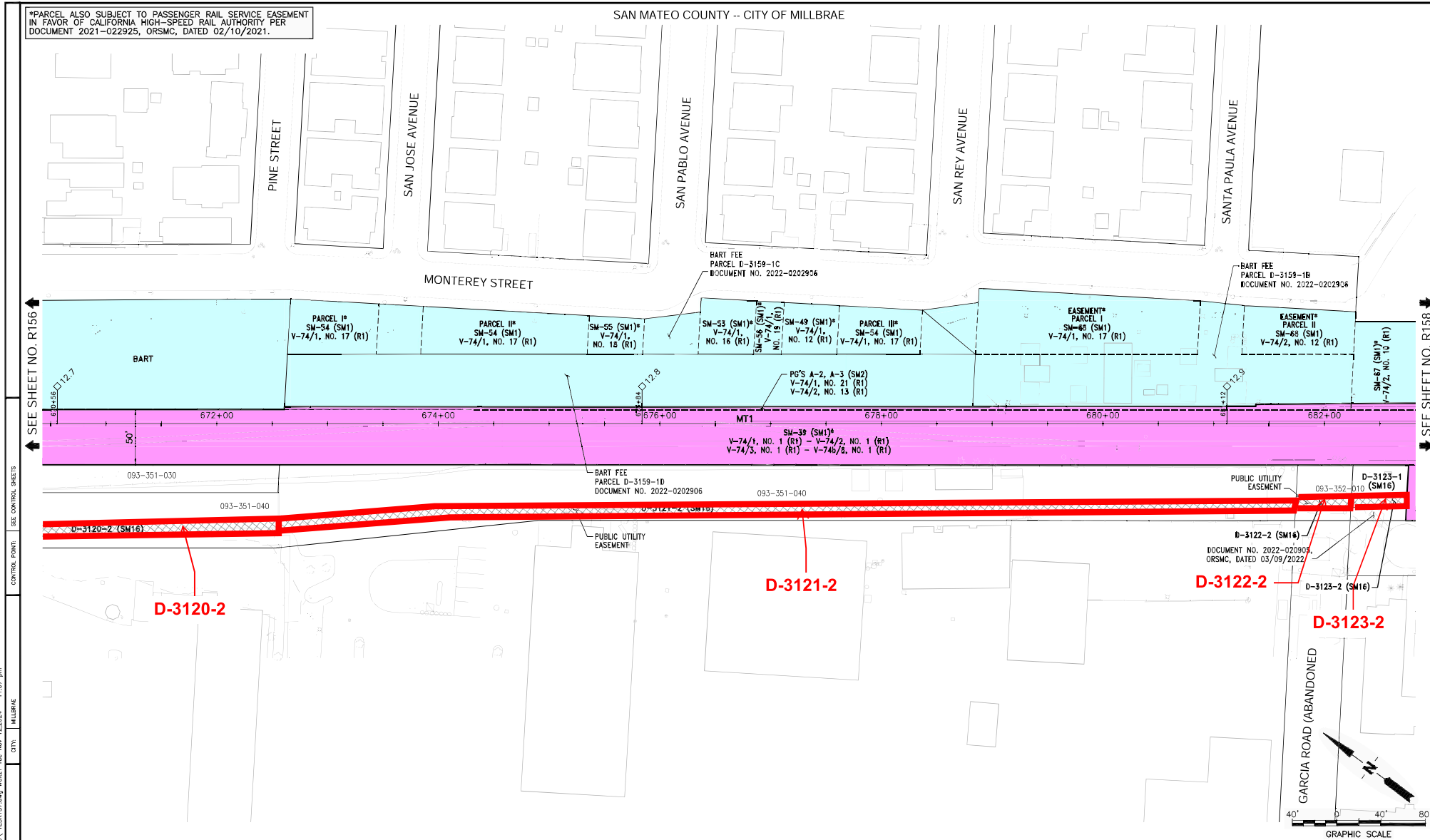
DEPUTY DIRECTOR  
PROJECT MANAGEMENT  
STRUCTURES  
TRACK/CIVIL

**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
SEGMENT 2  
PLAN 22 OF 96

|                         |                     |
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| SCALE<br>1" = 40'       | MILEPOST<br>12.6    |
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| DWG NO<br>R156          | PAGE NO<br>70       |

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COUNTY: SAN MATEO CITY: MILLBRAE



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DESIGNED: NA  
 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 01/03/2024

**AECOM**  
 300 LAKESIDE DRIVE, SUITE 400  
 OAKLAND, CA 94612  
 DIRECT: 510-893-3600  
 FAX: 510-874-3268

**Caltrain**  
 1250 San Carlos Avenue  
 San Carlos, CA 94070

DEPUTY DIRECTOR: —  
 PROJECT MANAGEMENT: —  
 STRUCTURES: —  
 TRACK/CIVIL: —

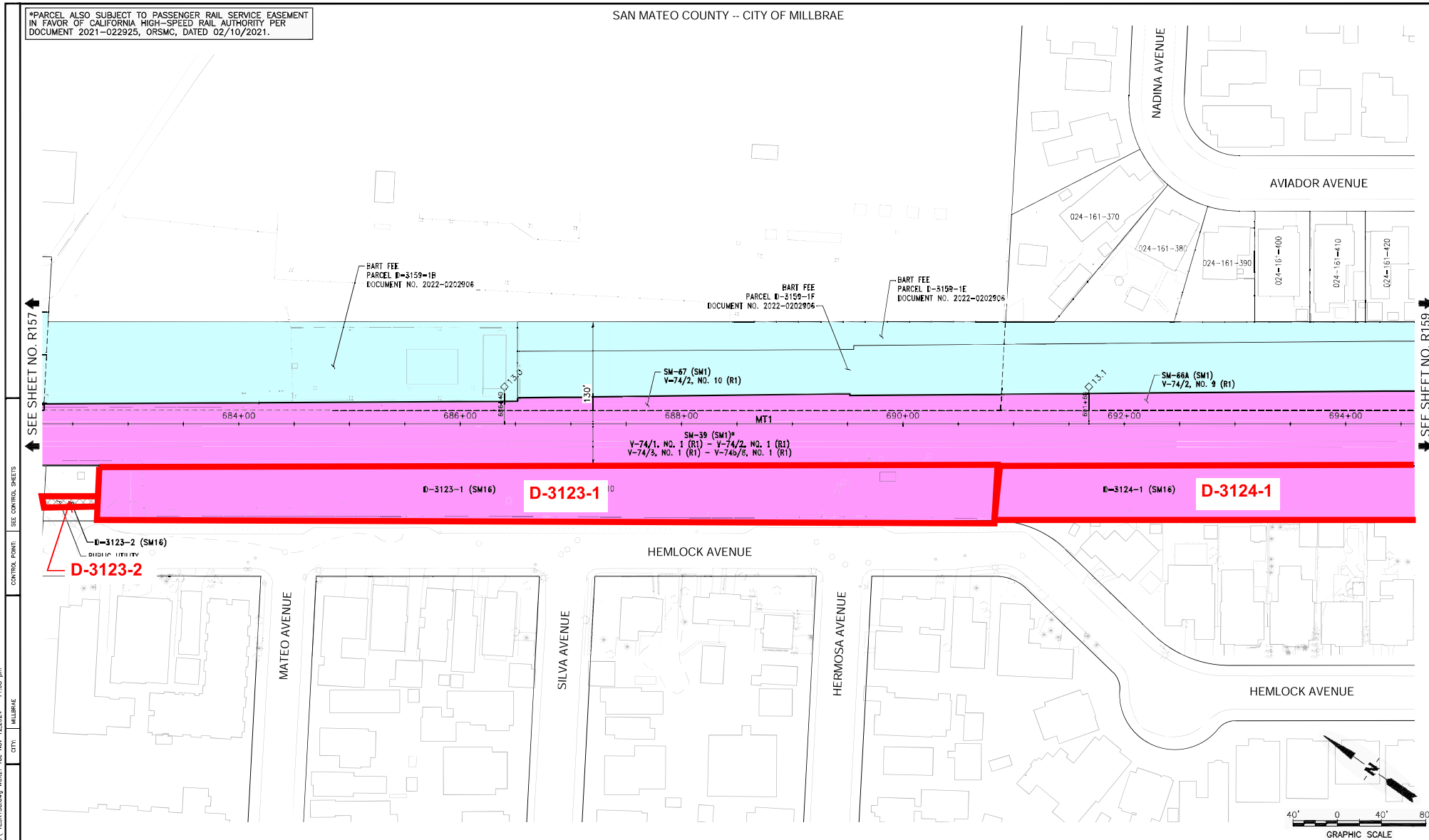
**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 23 OF 96

CADD FILE NO: TESR157  
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 DWS NO: R157

CADD DATE: 01/03/24  
 MILEPOST: 12.8  
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\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.

SAN MATEO COUNTY -- CITY OF MILLBRAE

BART FEE  
PARCEL D-3159-1B  
DOCUMENT NO. 2022-0202906

BART FEE  
PARCEL D-3159-1F  
DOCUMENT NO. 2022-0202906

BART FEE  
PARCEL D-3159-1E  
DOCUMENT NO. 2022-0202906

SEE SHEET NO. R157

SEE SHEET NO. R159

D-3123-1 (SM16)

**D-3123-1**

D-3124-1 (SM16)

**D-3124-1**

D-3123-2 (SM16)  
**D-3123-2**

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NA  
DRAWN  
T. WALTZ  
CHECKED  
C. PONCE  
IN CHARGE  
D. CRONQUIST  
DATE  
01032024

**AECOM**  
300 LAKESIDE DRIVE, SUITE 400  
OAKLAND, CA 94612  
DIRECT: 510-893-3600  
FAX: 510-874-3268

**Caltrain.**  
1250 San Carlos Avenue  
San Carlos, CA 94070

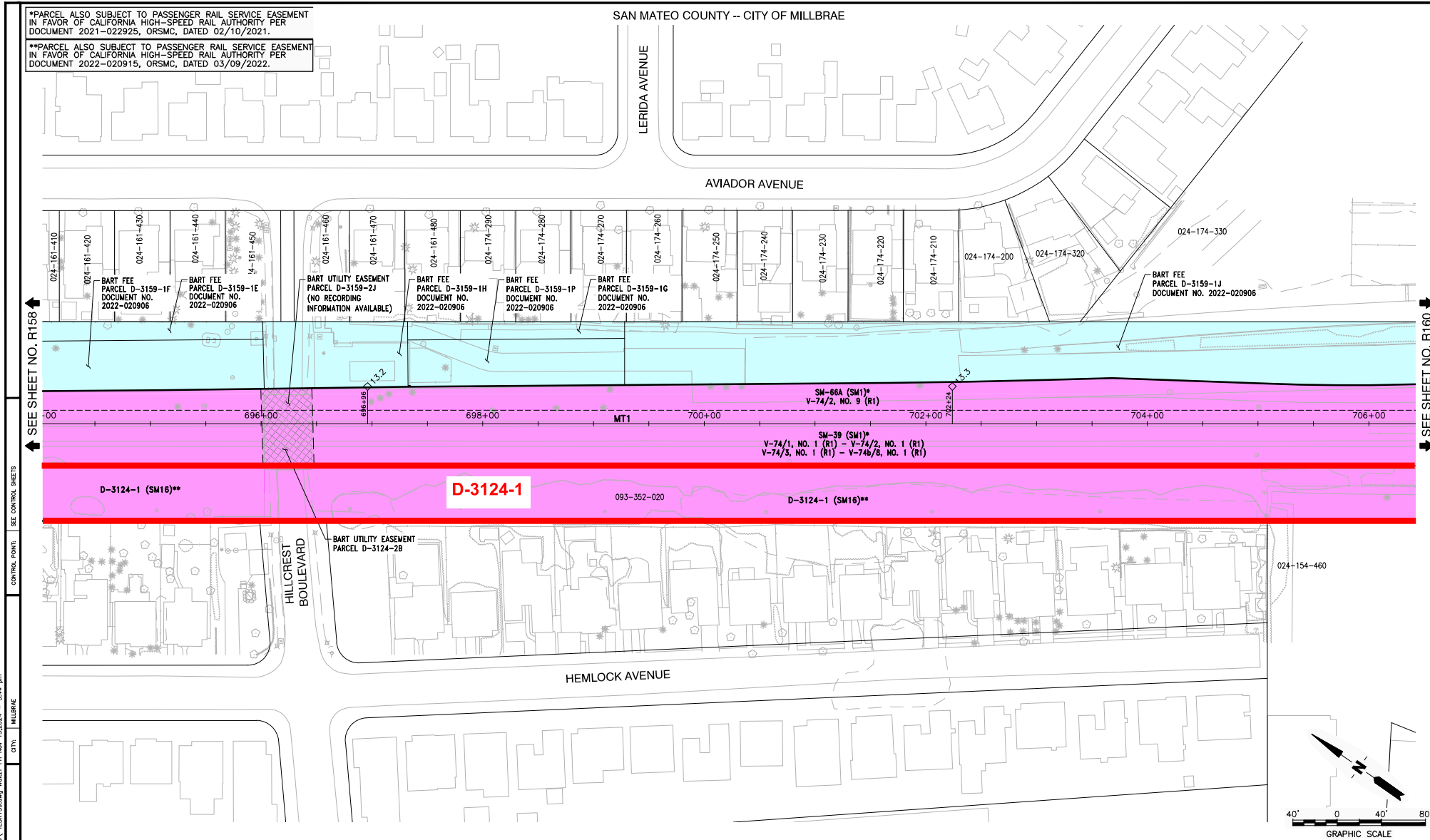
DEPUTY DIRECTOR  
PROJECT MANAGEMENT  
STRUCTURES  
TRACK/CIVIL

**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
SEGMENT 2  
PLAN 24 OF 96

|                         |                     |
|-------------------------|---------------------|
| CADD FILE NO<br>TESR158 | CADD DATE<br>010324 |
| SCALE<br>1" = 40'       | MILEPOST<br>13.0    |
| CONTRACT NO<br>R158     | REV<br>0            |
| DWG NO<br>R158          | PAGE NO<br>72       |

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CITY: MILLBRAE



\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.  
 \*\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2022-020915, ORSMC, DATED 03/09/2022.

SAN MATEO COUNTY -- CITY OF MILLBRAE

SEE SHEET NO. R158

SEE SHEET NO. R160

CONTROL POINT: SEE CONTROL SHEETS

CITY: MILLBRAE

COUNTY: SAN MATEO

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DESIGNED: NA  
 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 11/15/2024

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 300 LAKESIDE DRIVE, SUITE 400  
 OAKLAND, CA 94612  
 DIRECT: 510-893-3600  
 FAX: 510-874-3268

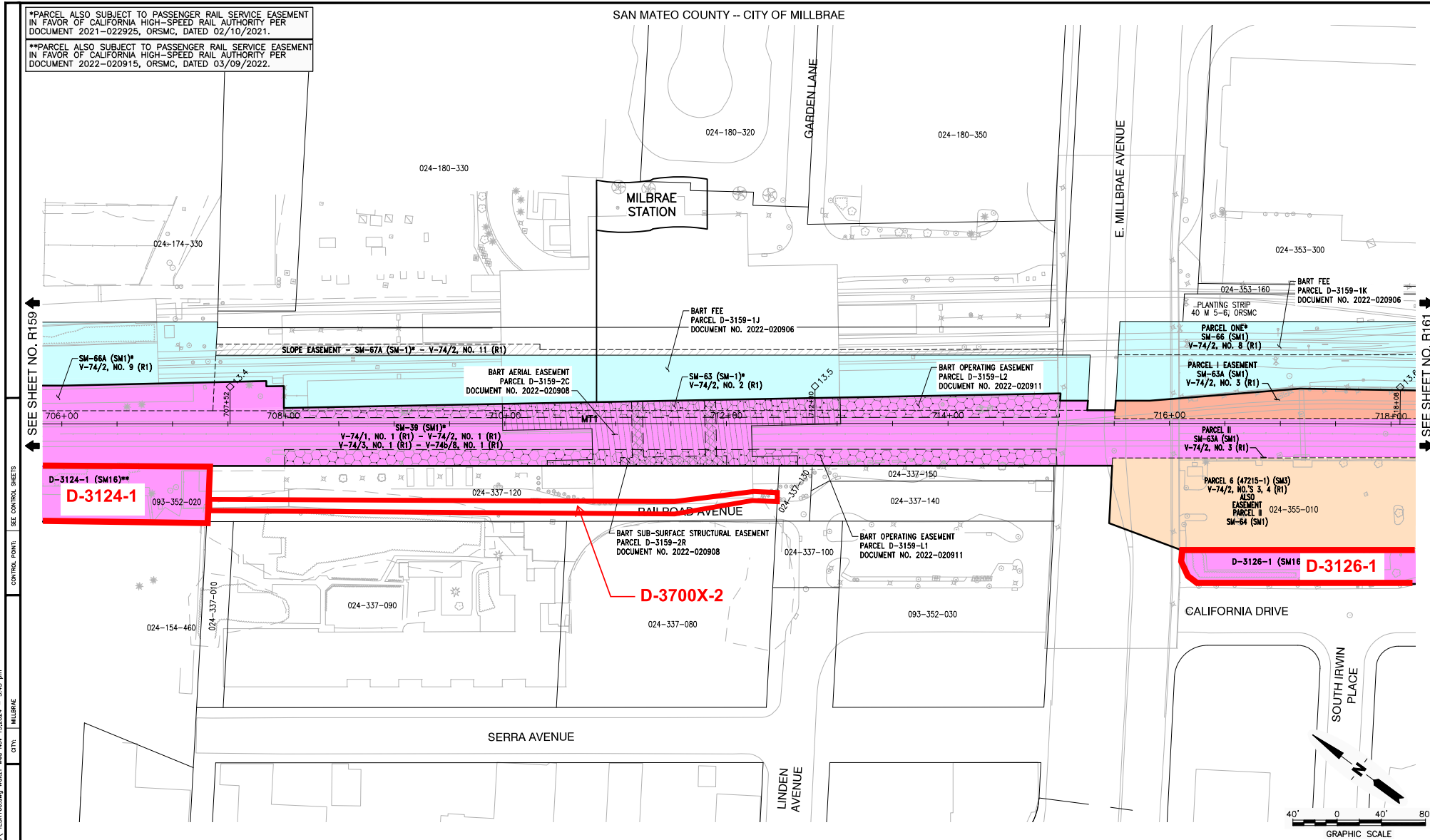
**Caltrain**  
 1250 San Carlos Avenue  
 San Carlos, CA 94070

DEPUTY DIRECTOR: —  
 PROJECT MANAGEMENT: —  
 STRUCTURES: —  
 TRACK/CIVIL: —

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
 RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 25 OF 96

|              |           |
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| CADD FILE NO | CADD DATE |
| TESR159      | 12/13/23  |
| SCALE        | 1" = 40'  |
| CONTRACT NO  | 13.3      |
| DWG NO       | R159      |
| REV          | 0         |
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\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.  
 \*\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2022-020915, ORSMC, DATED 03/09/2022.

SEE SHEET NO. R159

SEE SHEET NO. R161

CONTROL POINT: SEE CONTROL SHEETS  
 COUNTY: SAN MATEO  
 CITY: MILLBRAE

DATE: 11/3/2024  
 TIME: 5:45 PM  
 DRAWN BY: T. WALTZ  
 CHECKED BY: C. PONCE  
 IN CHARGE: D. CRONQUIST

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DESIGNED: NA  
 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 11/3/2024

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 OAKLAND, CA 94612  
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**Caltrain**  
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 San Carlos, CA 94070

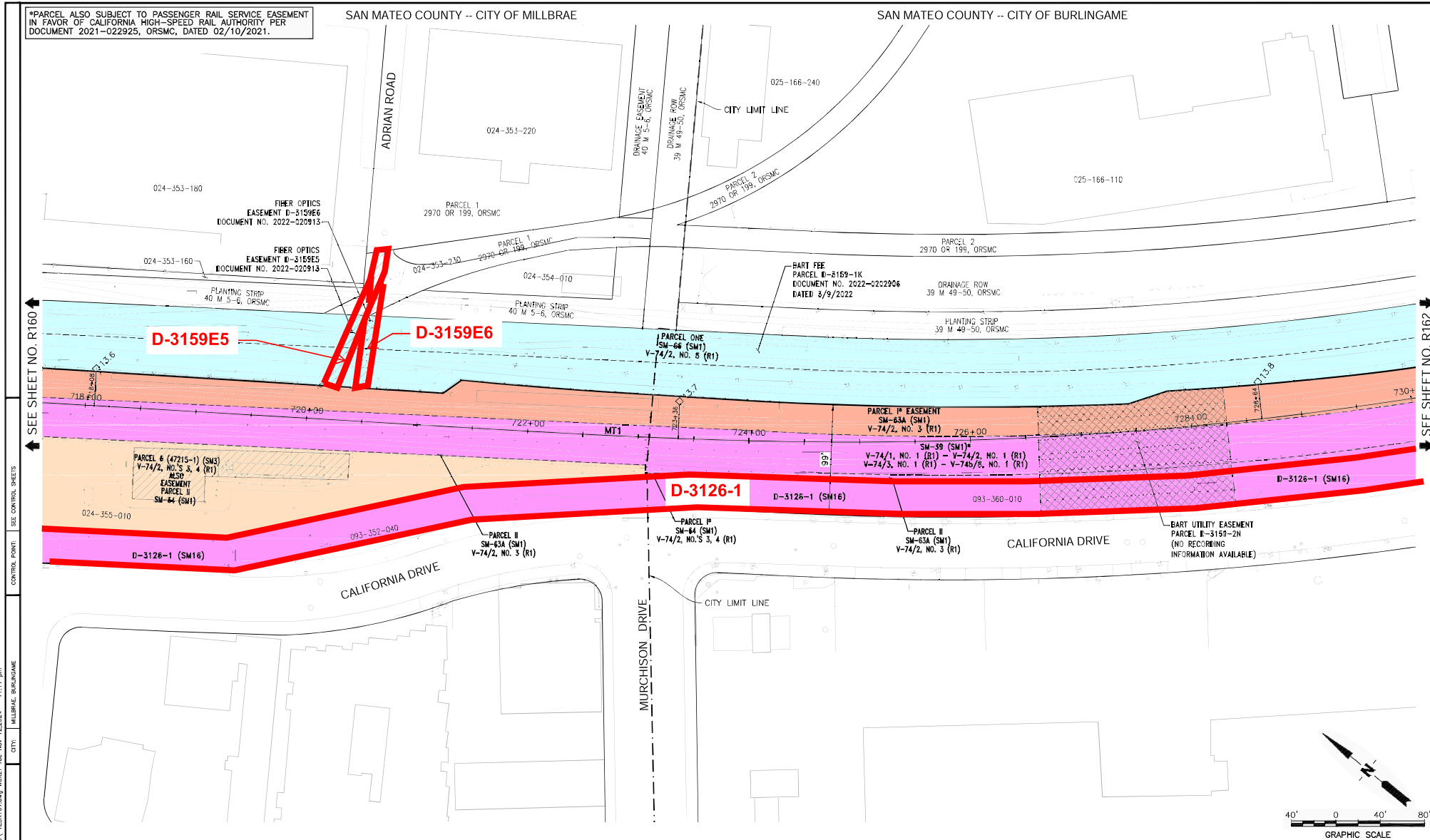
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 PROJECT MANAGEMENT: \_\_\_\_\_  
 STRUCTURES: \_\_\_\_\_  
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**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 26 OF 96

CADD FILE NO: TESR160  
 CADD DATE: 12/13/23  
 SCALE: 1" = 40'  
 CONTRACT NO: \_\_\_\_\_  
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 DWG NO: R160  
 REV: 0  
 PAGE NO: 74





\*PARCEL ALSO SUBJECT TO PASSENGER RAIL SERVICE EASEMENT IN FAVOR OF CALIFORNIA HIGH-SPEED RAIL AUTHORITY PER DOCUMENT 2021-022925, ORSMC, DATED 02/10/2021.

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 COUNTY: SAN MATEO CITY: MILLBRAE BUREAU:

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DESIGNED: NA  
 DRAWN: T. WALTZ  
 CHECKED: C. PONCE  
 IN CHARGE: D. CRONQUIST  
 DATE: 11/22/2024

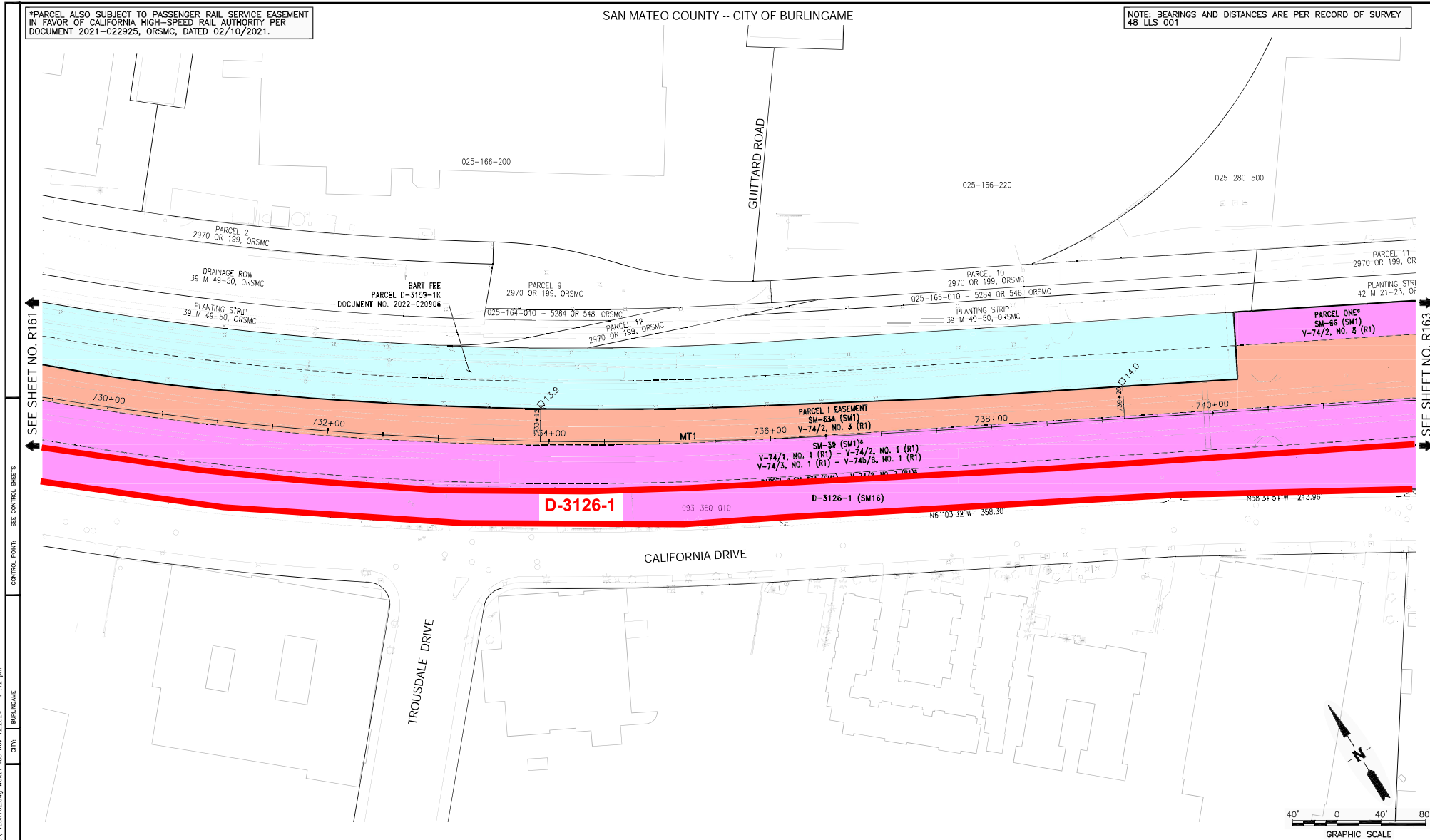
**AECOM**  
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 OAKLAND, CA 94612  
 DIRECT: 510-893-3600  
 FAX: 510-874-3268

  
 1250 San Carlos Avenue  
 San Carlos, CA 94070

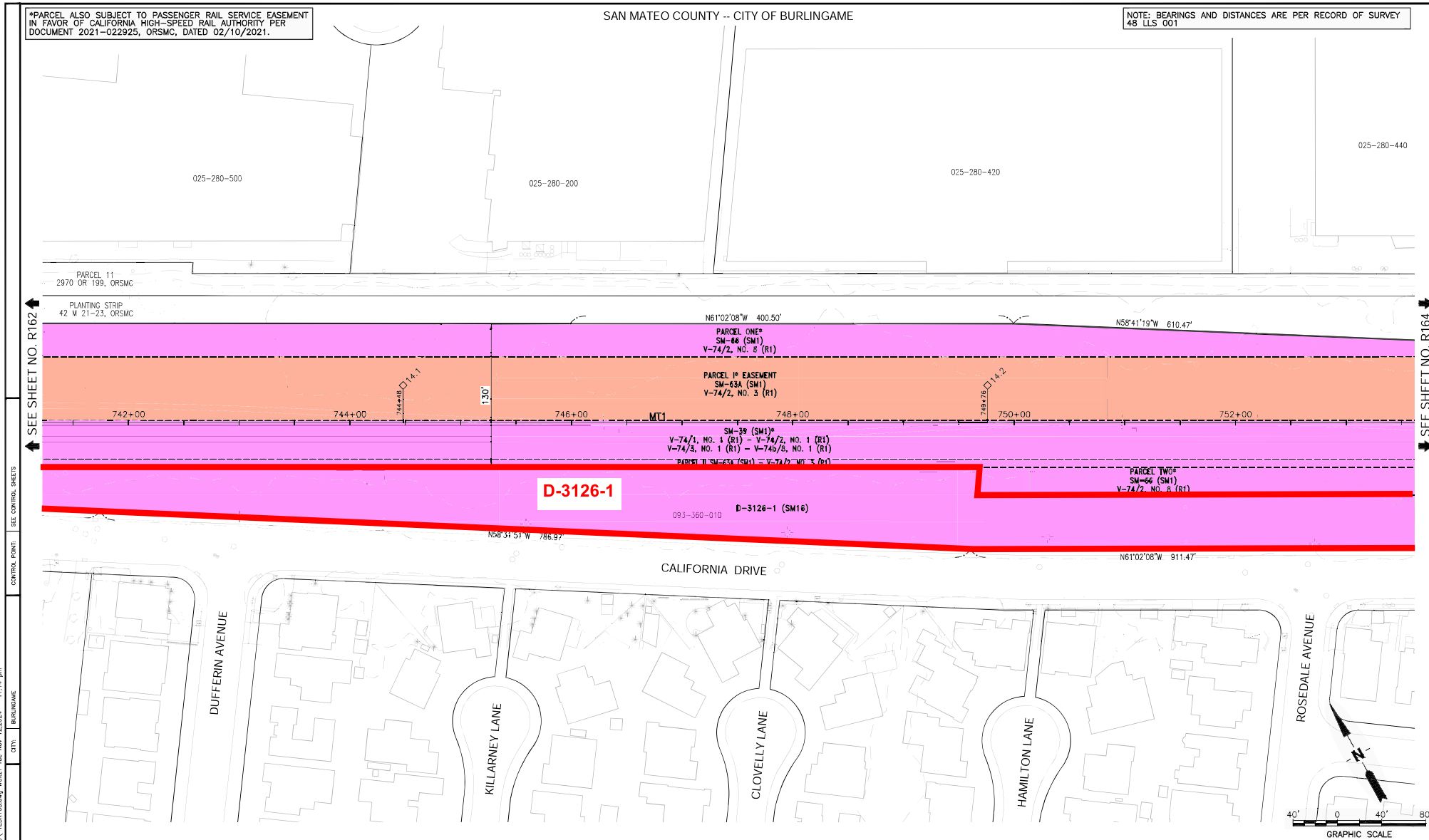
DEPUTY DIRECTOR  
PROJECT MANAGEMENT  
STRUCTURES  
TRACK/CIVIL

**PENINSULA CORRIDOR JOINT POWERS BOARD**  
 RIGHT OF WAY PLANS  
 SEGMENT 2  
 PLAN 27 OF 96

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| CADD FILE NO<br>TESR161 | CADD DATE<br>010324 |
| SCALE<br>1" = 40'       | MILEPOST<br>13.7    |
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| DWG NO<br>R161          | PAGE NO<br>75       |

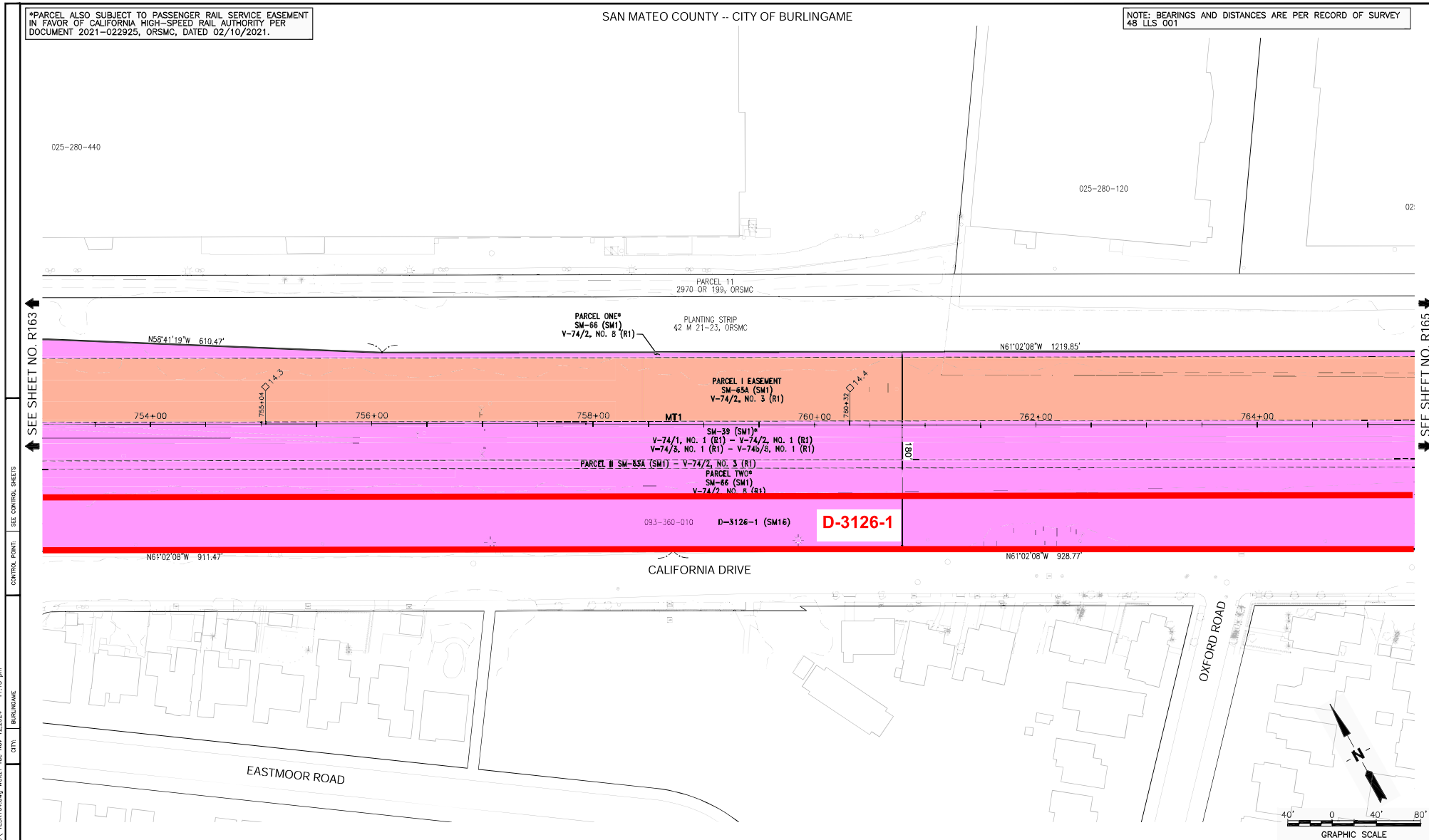


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| COUNTY: SAN MATEO<br>CITY: BURLINGAME<br>PROJECT NO: 12.2024 - 11112<br>DRAWN BY: T. WALTZ<br>CHECKED BY: C. PONCE<br>IN CHARGE: D. CRONQUIST<br>DATE: 11/22/2024 |  |  |  | <b>AECOM</b><br>300 LAKESIDE DRIVE, SUITE 400<br>OAKLAND, CA 94612<br>DIRECT: 510-893-3600<br>FAX: 510-874-3268 |  |  |  | <b>Caltrain</b><br>1250 San Carlos Avenue<br>San Carlos, CA 94070 |  |  |  | <b>PENINSULA CORRIDOR JOINT POWERS BOARD</b><br>RIGHT OF WAY PLANS<br>SEGMENT 2<br>PLAN 28 OF 96 |  |  |  | CADD FILE NO: TESR162<br>SCALE: 1" = 40'<br>CONTRACT NO: 13.9<br>DWS NO: R162<br>CADD DATE: 12/13/23<br>MILEPOST: 13.9<br>REV: 0<br>PAGE NO: 76 |  |  |  |
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| COUNTY: SAN MATEO<br>CITY: BURLINGAME<br>STATE: CALIFORNIA<br>PROJECT NO: 122024 - 1114.gm<br>DATE: 12/2024 |  |  |  | DESIGNED: NA<br>DRAWN: T. WALTZ<br>CHECKED: C. PONCE<br>IN CHARGE: D. CRONQUIST<br>DATE: 11/22/2024 |  |  |  | <b>AECOM</b><br>300 LAKESIDE DRIVE, SUITE 400<br>OAKLAND, CA 94612<br>DIRECT: 510-893-3600<br>FAX: 510-874-3268 |  |  |  | <b>Caltrain</b><br>1250 San Carlos Avenue<br>San Carlos, CA 94070 |  |  |  | <b>PENINSULA CORRIDOR JOINT POWERS BOARD</b><br>CADD FILE NO: TESR163<br>CADD DATE: 12/13/23<br>SCALE: 1" = 40'<br>CONTRACT NO: 14.2<br>DWG NO: R163<br>REV: 0<br>PAGE NO: 77 |  |  |  |
| <b>RIGHT OF WAY PLANS<br/>SEGMENT 2<br/>PLAN 29 OF 96</b>   |  |  |  |   |  |  |  |   |  |  |  |   |  |  |  |   |  |  |  |

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NA  
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T. WALTZ  
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C. PONCE  
IN CHARGE  
D. CRONQUIST  
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OAKLAND, CA 94612  
DIRECT: 510-893-3600  
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**Caltrain**  
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San Carlos, CA 94070

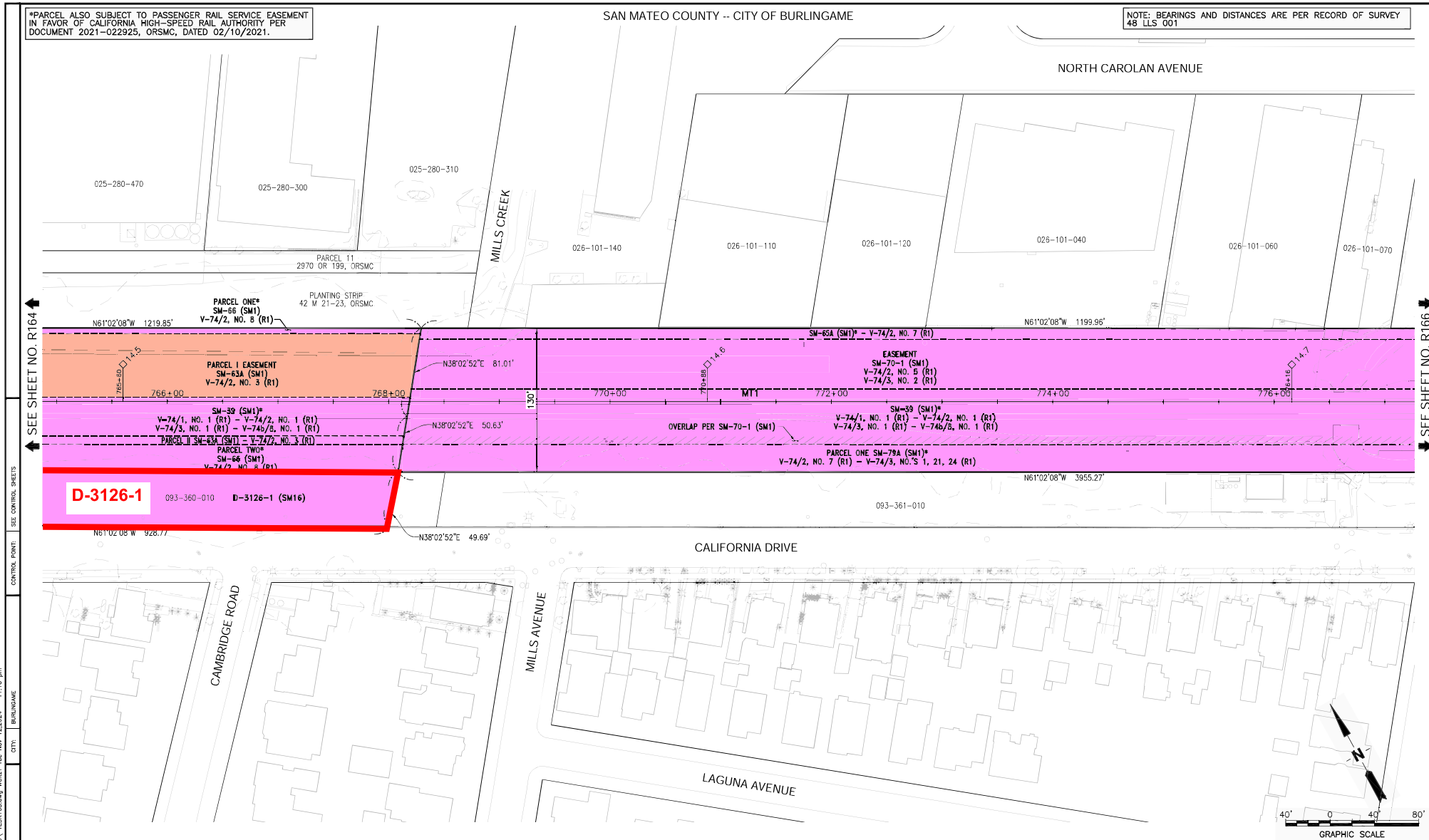
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PROJECT MANAGEMENT  
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**PENINSULA CORRIDOR JOINT POWERS BOARD**

RIGHT OF WAY PLANS  
SEGMENT 2  
PLAN 30 OF 96

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| CADD FILE NO<br>TESR164 | CADD DATE<br>121323 |
| SCALE<br>1" = 40'       | MILEPOST<br>14.4    |
| CONTRACT NO             | REV<br>0            |
| DWG NO<br><b>R164</b>   | PAGE NO<br>78       |

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COUNTY: SAN MATEO CITY: BURLINGAME



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| DESIGNED: NA<br>DRAWN: T. WALTZ<br>CHECKED: C. PONCE<br>IN CHARGE: D. CRONQUIST<br>DATE: 11/22/2024 |      |    |     | <b>AECOM</b><br>300 LAKESIDE DRIVE, SUITE 400<br>OAKLAND, CA 94612<br>DIRECT: 510-893-3600<br>FAX: 510-874-3268 |             |     |      |    |     |     |             | <b>PENINSULA CORRIDOR JOINT POWERS BOARD</b><br>RIGHT OF WAY PLANS<br>SEGMENT 2<br>PLAN 31 OF 96 |  |  |  | CADD FILE NO: TESR165<br>SCALE: 1" = 40'<br>CONTRACT NO: 14.6<br>DWG NO: R165 |  | CADD DATE: 121323<br>MILEPOST: 14.6<br>REV: 0<br>PAGE NO: 79 |  |
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 COUNTY: SAN MATEO CITY: BURLINGAME

**BOARD OF DIRECTORS 2025**

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

APRIL CHAN  
GENERAL MANAGER/CEO



## **AGENDA**

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

#### **Legislative Committee Meeting Committee of the Whole**

April 2, 2025 – 3:00 pm

*or immediately following the Finance Committee meeting*

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

Committee Members: Josh Powell (Chair), Peter Ratto, Jackie Speier

- |        |  |        |
|--------|--|--------|
| 7.c.1. | Call to Order  |        |
| 7.c.2. | Approval of Minutes of the Legislative Committee Meeting of March 5, 2025                | Motion |
| 7.c.3. | Receive Legislative Update and Approve Legislative Proposal Senate Bill 752 (Richardson) | Motion |
| 7.c.4. | 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 Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District**  
**1250 San Carlos Avenue, San Carlos, California**  
**Legislative Committee Meeting / Committee of the Whole**  
**DRAFT Minutes of March 5, 2025**

**Members Present (In Person):** P. Ratto, J. Speier, J. Powell (Chair)

**Members Absent:** None

**Other Board Members Present Constituting Committee of the Whole:** D. Canepa, B. Esser, J. Gee, R. Medina

**Other Board Members Present Constituting Committee of the Whole (Via Teleconference):** M. Chuang, M. Fraser

**Other Board Members Absent:** None

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

**9.c.1. Call to Order**

Committee Chair Powell called the meeting to order at 3:50 pm.

**9.c.2. Approval of Minutes of the Legislative Committee Meeting of February 5, 2025**

Motion/Second: Medina/Esser

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

Noes: None

Absent: None

**9.c.3. Legislative Update and Approve Legislative Proposals: Senate Bill 272 (Becker), Senate Bill 71 (Wiener), and Assembly Bill 394 (Wilson)**

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

- Congress continues working budget resolution reconciliation process, however, House and Senate are far apart to address 2017 Tax Cut and Jobs Act
- At the state level, initial committee hearing on bills with \$2 billion for funding transportation to be discussed
- Senate Bill (SB) 272 - construction projects cost reduction less than \$5 million
- SB 71 - California Environmental Quality Act (CEQA) exemption for transit property (bus shelter, lighting, shuttle and ferry service, and comprehensive operational analysis) and elimination of a sunset date
- Assembly Bill 394 - transit safety bill to enhance safety and security for all California public transit employees

Public Comment

Roland commented on tariff impacts.

Motion/Second: Speier/Gee

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

Noes: None

Absent: None

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

- Regional Transit Measure polling results from Metropolitan Transportation Commission (MTC)
- MTC revenue measure principles must be passable; prevent major transit service cuts; address local transportation funding needs; deliver rider-focus improvements; ensure fairness; and incorporate meaningful accountability measures
- MTC poll reflect over majority but does not reach the two-thirds threshold
- Citizens initiative option, costs, untested method, and legal risks

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

- New sales tax impact would put cities over 10 percent sales tax threshold
- Benefits of regional measure for different public transit agencies
- Statewide formula funding for public transit

Public Comment

Don Cecil, San Mateo County Economic Development Association (SAMCEDA), spoke in support of regional measure and continuing dialogue with partners.

Adina Levin, Seamless Bay Area, spoke in support of regional measure.

Roland commented on regional measure, transit agency polling popularity, and agency auditor oversight.

**9.c.4. Adjourn** – The meeting adjourned at 4:44 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to [board@samtrans.com](mailto:board@samtrans.com).



**San Mateo County Transit District  
Staff Report**

To: Legislative Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer      Jessica Epstein, Director, Government and Community Affairs

Subject: **Receive Legislative Update and Approve Legislative Proposal Senate Bill 752 (Richardson)**

**Action**

Staff proposes the Committee:

1. Receive the attached federal and state legislative updates.
2. Approve the recommended San Mateo County Transit District positions on those pieces of legislation designated for action on the attached State Legislative Matrix.

**Significance**

The 2025 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the state legislature. The attached reports highlight the recent issues and actions that are relevant to the Board and specify those bills on which staff proposes that the District take a formal position.

Prepared By: Ana Vasudeo      Government and Community Affairs Manager      650-730-9917

## SamTrans Bill Matrix as of 3/25/2025

| Bill ID/Topic  | Location                              | Summary  | Position |
|--|---------------------------------------|--|----------|
| <a href="#">AB 21</a><br><a href="#">DeMaio</a> R<br><br>Taxpayer Protection Act of 2025.          | Pending referral to policy committee. | The California Constitution requires a state statute that would result in any taxpayer paying a higher tax to be imposed by an act passed by 2/3 vote of the each house of the Legislature. The California Constitution also provides that all taxes imposed by a local government are either general taxes or special taxes, as defined, and requires that taxes imposed, extended, or increased by a local government be submitted to the electorate and approved by a majority vote, in the case of general taxes, or a 2/3 vote, in the case of special taxes. Existing law imposes specified requirements on state and local ballots, including, among other things, on the contents of the ballot label, ballot title, and summary. This bill would declare the intent of the Legislature to enact a constitutional amendment to limit the ability of state and local governments to raise taxes, restore a 2/3 vote requirement on local special tax increases, impose voter approval requirements on specific categories of new taxes, and regulate the titles on state and local ballot measures relating to tax increases. | Watch    |
| <a href="#">AB 23</a><br><a href="#">DeMaio</a> R<br><br>The Cost of Living Reduction Act of 2025. | Pending referral to policy committee. | Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations, and requires the PUC to develop a definition of energy affordability. Existing law also establishes the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy (Little Hoover Commission) to promote economy, efficiency, and improved service in the transaction of the public business in the various departments, agencies, and instrumentalities of the executive branch of state government. This bill, the Cost of Living Reduction Act of 2025, would declare the intent of the Legislature to enact subsequent legislation to reduce the cost of living in California by undertaking specified activities, including, among other things, by suspending all state taxes and fees on gasoline and electric and gas utilities and by requiring the Little Hoover Commission to provide a report on methods to reduce the cost of living in other areas, as provided.  | Watch    |

| Bill ID/Topic   | Location  | Summary   | Position |
|---|---|---|----------|
| <a href="#">AB 33</a><br><a href="#">Aguiar-Curry D</a><br><br>Autonomous vehicles.   | This bill is in the Assembly Transportation Committee.    | 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. Existing law makes it a crime to violate, or fail to comply with, any provision of the Vehicle Code or any local ordinance adopted pursuant to this code. 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 autonomous vehicles without a human operator on any highway within the State of California. The bill would exclude the transportation of prepared meals and food intended for immediate consumption from restaurants or food establishments directly to consumers from this prohibition. The bill would declare that a violation of this prohibition is not a crime, and instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions. This bill would make technical, nonsubstantive changes to these provisions.  | Watch    |
| <a href="#">AB 35</a><br><a href="#">Alvarez D</a><br><br>California Environmental Quality Act: clean hydrogen transportation projects. | This bill is in the Assembly Natural Resources Committee. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. The bill would require an action or proceeding brought to attack, review, set aside, void, or annul the approval of a clean hydrogen environmental assessment or the issuance of a discretionary permit or authorization for a clean hydrogen transportation project, including any potential appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws. | Watch    |

| Bill ID/Topic   | Location   | Summary  | Position |
|---|--|--|----------|
| <a href="#">AB 61</a><br><a href="#">Pacheco D</a><br><br>Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review. | This bill is in the Assembly Utilities & Energy Committee. | Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would establish the Energy Programs Benefit Fund in the State Treasury and continuously appropriate the moneys in the fund to the office to support the work of the office in providing that analyses. The bill would repeal these provisions on January 1, 2032. | Watch    |
| <a href="#">AB 99</a><br><a href="#">Ta R</a><br><br>Electrical corporations: rates.  | This bill is in the Assembly Utilities & Energy Committee. | Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing, and the commission from approving, a rate increase above the rate of inflation, unless the rate increase is approved by a majority of the electrical corporation's customers voting in an election conducted according to specified requirements, and except when the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.  | Watch    |

| Bill ID/Topic  | Location  | Summary  | Position     |
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| <p><a href="#">AB 259</a><br/><a href="#">Rubio, Blanca D</a></p> <p>Open meetings:<br/>local agencies:<br/>teleconferences.</p>                               | <p>This bill is in the Assembly Local Government Committee.</p> | <p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. 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 remove the January 1, 2026, date from those provisions, thereby extending the alternative teleconferencing procedures indefinitely. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |
| <p><a href="#">AB 334</a><br/><a href="#">Petrie-Norris D</a></p> <p>Operators of toll facilities:<br/>interoperability programs:<br/>vehicle information.</p> | <p>This bill is in the Assembly Transportation Committee.</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 only specified information regarding a vehicle's use of the toll facility. This bill would instead authorize operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is intended to implement interstate interoperability.</p>   | <p>Watch</p> |

| Bill ID/Topic   | Location   | Summary  | Position |
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| <a href="#">AB 339</a><br><a href="#">Ortega D</a><br><br>Local public employee organizations: notice requirements. | This bill is in the Assembly Appropriations Committee. | Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Watch    |

| Bill ID/Topic   | Location   | Summary  | Position |
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| <a href="#">AB 340</a><br><a href="#">Ahrens D</a><br><br>Employer-employee relations: confidential communications. | This bill is in the Assembly Appropriations Committee. | 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. | Watch    |
| <a href="#">AB 370</a><br><a href="#">Carrillo D</a><br><br>California Public Records Act: cyberattacks.            | This bill is in the Assembly Appropriations Committee. | The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.         | Watch    |

| Bill ID/Topic   | Location  | Summary   | Position              |
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| <a href="#">AB 394</a><br><a href="#">Wilson D</a><br><br>Crimes: public transportation providers.  | This bill is in the Assembly Public Safety Committee. | Existing law defines a battery as any willful and unlawful use of force or violence upon the person of another. Existing law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Existing law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment. This bill would expand this crime to apply to an employee or contractor of a public transportation provider. The bill would authorize the court, following a conviction, to impose a prohibition order barring reentry to public transit property, as specified. The bill would make a violation of a prohibition order a misdemeanor, as specified. By expanding the scope of an existing crime and creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Support<br>March 2025 |
| <a href="#">AB 421</a><br><a href="#">Solache D</a><br><br>Immigration enforcement: prohibitions on access, sharing information, and law enforcement collaboration. | This bill is in the Assembly Public Safety Committee. | Existing law, the California Values Act, generally prohibits California law enforcement agencies from investigating, interrogating, detaining, detecting, or arresting persons for immigration enforcement purposes. Existing law provides certain limited exceptions to this prohibition, including transfers of persons pursuant to a judicial warrant and providing certain information to federal authorities regarding serious and violent felons in custody. This bill would prohibit California law enforcement agencies from collaborating with, or providing any information in writing, verbally, or in any other manner to, immigration authorities regarding proposed or currently underway immigration enforcement actions when the actions could be or are taking place within a radius of one mile of any childcare or daycare facility, religious institution, place of worship, hospital, or medical office. To the extent this bill would impose additional duties on local law enforcement agencies or officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.   | Watch                 |



| Bill ID/Topic  | Location  | Summary  | Position |
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| <a href="#">AB 467</a><br><a href="#">Fong D</a><br><br>Open meetings:<br>teleconferences:<br>neighborhood<br>councils.          | This bill is in the<br>Assembly Local<br>Government<br>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. 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, 2031. This bill contains other related provisions and other existing laws. | Watch    |
| <a href="#">AB 778</a><br><a href="#">Chen R</a><br><br>Local Agency Public<br>Construction Act:<br>internet website<br>posting. | This bill is in the<br>Assembly Local<br>Government<br>Committee. | Existing law, the Local Agency Public Construction Act, sets forth the requirements for the payment of construction projects by local agencies. Existing law, the State Contract Act, imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Existing law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000. The bill would prohibit a local agency that fails to comply with these provisions from withholding any retention proceeds from any remaining payment, as specified. By adding to the duties of local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.   | Watch    |

| Bill ID/Topic   | Location   | Summary   | Position |
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| <a href="#">AB 939</a><br><a href="#">Schultz D</a><br><br>The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026. | This bill is in the Assembly Transportation Committee. | The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election. | Watch    |

| Bill ID/Topic   | Location   | Summary  | Position |
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| <a href="#">AB 941</a><br><a href="#">Zbur D</a><br><br>California Environmental Quality Act: electrical infrastructure projects.               | This bill is in the Assembly Utilities & Energy Committee. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws. | Watch    |
| <a href="#">AB 996</a><br><a href="#">Pellerin D</a><br><br>Public Resources: California Coastal Act of 1976: California Coastal Planning Fund. | This bill is in the Assembly Natural Resources Committee.  | Existing law, the California Coastal Act of 1976, provides for the protection of California's coast and requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit, except as specified. The act requires the issuance of a coastal development permit if the proposed development is in conformity with the certified local coastal program. The act provides for the certification of local coastal programs by the California Coastal Commission. The bill would establish the California Coastal Planning Fund in the State Treasury to help local governments adequately plan for the protection of coastal resources and public accessibility to the coastline. The bill would, upon appropriation by the Legislature, make moneys in the fund available to the commission for various state and local costs relating to local coastal program development and sea level rise plans and to administer the fund, as provided. This bill contains other related provisions.   | Watch    |

| Bill ID/Topic   | Location   | Summary   | Position |
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| <a href="#">AB 1058</a><br><a href="#">Gonzalez, Jeff R</a><br><br>Motor Vehicle Fuel Tax Law: suspension of tax. | This bill is in the Assembly Transportation Committee. | Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws. | Watch    |
| <a href="#">AB 1067</a><br><a href="#">Quirk-Silva D</a><br><br>Public employees' retirement: felony convictions. | Pending referral to policy committee.                  | Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. This bill would require a public employer that is investigating a public employee for misconduct arising out of the actions described above, to continue the investigation even if the public employee retires while under investigation. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions described above. This bill contains other related provisions and other existing laws.   | Watch    |

| Bill ID/Topic   | Location  | Summary   | Position     |
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| <p><a href="#">AB 1070</a><br/><a href="#">Ward D</a></p> <p>Transit districts:<br/>governing boards:<br/>compensation:<br/>nonvoting<br/>members.</p>  | <p>This bill is in the<br/>Assembly Local<br/>Government<br/>Committee.</p> | <p>Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would authorize the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |
| <p><a href="#">AB 1132</a><br/><a href="#">Schiavo D</a></p> <p>Department of<br/>Transportation:<br/>climate change<br/>vulnerability<br/>assessment:<br/>community<br/>resilience<br/>assessment.</p> | <p>This bill is in the<br/>Assembly<br/>Transportation<br/>Committee.</p>   | <p>Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2027, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions. The bill would also require the department, on or before January 1, 2028, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.</p>                        | <p>Watch</p> |

| Bill ID/Topic   | Location  | Summary  | Position     |
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| <p><a href="#">AB 1198</a><br/><a href="#">Haney D</a></p> <p>Public works:<br/>prevailing wages.</p>                                   | <p>This bill is in the Assembly Labor &amp; Employment 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, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.</p> | <p>Watch</p> |
| <p><a href="#">AB 1207</a><br/><a href="#">Irwin D</a></p> <p>Climate change:<br/>market-based compliance mechanism: price ceiling.</p> | <p>This bill is in the Assembly Natural Resources Committee.</p>      | <p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.</p>   | <p>Watch</p> |

| Bill ID/Topic   | Location   | Summary  | Position |
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| <a href="#">AB 1268</a><br><a href="#">Macedo R</a><br><br>Motor Vehicle Fuel Tax Law: adjustment suspension. | This bill is in the Assembly Transportation Committee. | The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws. | Watch    |
| <a href="#">AB 1340</a><br><a href="#">Wicks D</a><br><br>Metropolitan Transportation Commission: duties.     | This bill is in the Assembly Transportation Committee. | The Metropolitan Transportation Commission Act establishes the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the San Francisco Bay area, as provided. Existing law requires the commission to establish a regional transit coordinating council to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay area transit operators and to explore potential advantages of joint ventures in certain areas. The act authorizes the commission, in consultation with the regional transit coordinating council, to identify functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service, and recommend that those functions be consolidated and performed through inter-operator agreements or as services contracted to a single entity. This bill would require the commission to consult with the general manager from each transit operator, instead of the regional transit coordinating council, when identifying functions that could be consolidated and recommending their consolidation, as described above. To the extent that this bill would impose additional duties on transit operators, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.  | Watch    |

| Bill ID/Topic   | Location   | Summary   | Position |
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| <a href="#">AB 1410</a><br><a href="#">Garcia D</a><br><br>Public utilities:<br>service outages<br>and updates:<br>alerts.                  | This bill is in the<br>Assembly Utilities &<br>Energy Committee. | Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts the customer does not wish to receive, except as provided. The bill would require each public utility to annually verify a customer's preferred contact method. This bill contains other related provisions and other existing laws. | Watch    |
| <a href="#">AB 1421</a><br><a href="#">Wilson D</a><br><br>Vehicles: Road<br>Usage Charge<br>Technical Advisory<br>Committee.               | This bill is in the<br>Assembly<br>Transportation<br>Committee.  | Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.  | Watch    |
| <a href="#">AB 1472</a><br><a href="#">Hart D</a><br><br>California Sea Level<br>Rise State and<br>Regional Support<br>Collaborative.       | Pending referral to<br>policy committee.                         | Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.   | Watch    |
| <a href="#">SB 63</a><br><a href="#">Wiener D</a><br><br>San Francisco Bay<br>area: local revenue<br>measure:<br>transportation<br>funding. | Pending referral to<br>policy committee.                         | Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would state the intent of the Legislature to enact legislation authorizing a revenue measure to invest in transportation in the San Francisco Bay area.   | Watch    |



| Bill ID/Topic  | Location  | Summary   | Position                      |
|--|---|---|-------------------------------|
| <p><a href="#">SB 71</a><br/><a href="#">Wiener D</a></p> <p>California Environmental Quality Act: exemptions: transit projects.</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. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | <p>Support<br/>March 2025</p> |
| <p><a href="#">SB 79</a><br/><a href="#">Wiener D</a></p> <p>Planning and zoning: housing development: transit-oriented development.</p> | <p>This bill is in the Senate Housing Committee.</p>        | <p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “surplus land” for these purposes to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “agency’s use” for these purposes to include land that is being used for agency work or operations, as provided. Existing law exempts from this definition of “agency’s use” certain commercial or industrial uses, except that in the case of a local agency that is a district, except a local agency whose primary purpose or mission is to supply the public with a transportation system, “agency’s use” may include commercial or industrial uses or activities, as specified. This bill would additionally include land leased to support public transit operations in the definition of “agency’s use,” as described above. The bill would also revise the definition of “agency’s use” with respect to commercial or industrial uses to instead provide that a district or a public transit operator may use land for commercial or industrial uses or activities, as described above. This bill contains other existing laws.</p>  | <p>Watch</p>                  |

| Bill ID/Topic  | Location  | Summary   | Position                      |
|--|---|---|-------------------------------|
| <p><a href="#">SB 239</a><br/><a href="#">Arreguín</a> D</p> <p>Open meetings:<br/>teleconferencing:<br/>subsidiary body.</p>              | <p>This bill is in the Senate Local Government Committee.</p> | <p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified. This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p>                  |
| <p><a href="#">SB 272</a><br/><a href="#">Becker</a> D</p> <p>San Mateo County Transit District: job order contracting: pilot program.</p> | <p>This bill is in the Senate Transportation Committee.</p>   | <p>The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.</p>   | <p>Sponsor<br/>March 2025</p> |

| Bill ID/Topic  | Location  | Summary   | Position |
|--|---|---|----------|
| <a href="#">SB 419</a><br><a href="#">Caballero D</a><br><br>Hydrogen fuel.  | This bill is in the Senate Revenue & Taxation 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 January 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel. This bill contains other related provisions and other existing laws.  | Watch    |
| <a href="#">SB 496</a><br><a href="#">Hurtado D</a><br><br>Advanced Clean Fleets Regulation: appeals advisory committee: exemptions. | This bill is in the Senate Environmental Quality Committee. | Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made. | Watch    |
| <a href="#">SB 506</a><br>Committee on Transportation<br><br>Transportation: omnibus bill.   | This bill is in the Senate Transportation Committee.        | Existing law requires the Department of the California Highway Patrol to adopt reasonable rules and regulations which, in the judgment of the department, are designed to promote the safe operation of specified vehicles, including among other vehicles, schoolbuses and commercial motor vehicles. This bill would make technical, nonsubstantive changes to these provisions.  | Watch    |

| Bill ID/Topic  | Location  | Summary   | Position     |
|--|---|---|--------------|
| <p><a href="#">SB 559</a><br/><a href="#">Stern</a> D</p> <p>Electricity:<br/>deenergization<br/>events:<br/>communications.</p> | <p>This bill is in the Senate Energy, Utilities and Communications Committee.</p>     | <p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, at the start of a deenergization event, an electrical corporation to immediately notify local emergency management organizations and local utility districts about the impacts of the deenergization, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public in real-time, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, at the start of a deenergization event, an electrical corporation to publish and make available real-time weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous weather conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |
| <p><a href="#">SB 578</a><br/><a href="#">Smallwood-Cuevas</a> D</p> <p>California Workplace Outreach Program.</p>               | <p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</p> | <p>Current law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights.</p>  | <p>Watch</p> |

| Bill ID/Topic   | Location   | Summary   | Position |
|---|--|---|----------|
| <a href="#">SB 642</a><br><a href="#">Limón D</a><br><br>Employment:<br>payment of wages.   | This bill is in the Senate Labor, Public Employment, and Retirement Committee. | Existing law requires an employer, upon reasonable request, to provide the pay scale for a position to an applicant applying for the position. Existing law requires an employer with 15 or more employees to include the pay scale for a position in any job posting. Existing law also requires an employer with 15 or more employees that engages a third party to announce, post, publish, or otherwise make known a job posting to provide the pay scale to the third party and requires the third party to include the pay scale in the job posting. Existing law establishes certain civil penalties for a violation of those provisions, provides for enforcement by the Labor Commissioner of the Division of Labor Standards Enforcement, and makes violation of certain provisions a crime. This bill would require the pay scale provided for purposes of those provisions to be no more than 10% above or below the mean pay rate within the salary or hourly wage range. By expanding the scope of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Watch    |
| <a href="#">SB 707</a><br><a href="#">Durazo D</a><br><br>Open meetings:<br>meeting and teleconference requirements.                                    | 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. This bill would, until January 1, 2030, require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform, as defined, that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings, as specified. By imposing additional meeting requirements on city councils and county boards of supervisors, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.   | Watch    |
| <a href="#">SB 714</a><br><a href="#">Archuleta D</a><br><br>Zero-emission vehicles: workforce development:<br>Clean Energy Workforce Training Council. | Pending referral to policy committee.  | Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.  | Watch    |

| Bill ID/Topic   | Location  | Summary  | Position             |
|---|---|--|----------------------|
| <a href="#">SB 735</a><br>Committee on<br>Local Government<br><br>Validations.  | This bill is in the Senate<br>Local Government<br>Committee.          | This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.   | Watch                |
| <a href="#">SB 741</a><br><a href="#">Blakespear</a> D<br><br>Coastal resources:<br>coastal<br>development<br>permit: local<br>emergency<br>declaration.  | This bill is in the Senate<br>Natural Resources &<br>Water Committee. | Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission to provide, by regulation, for the issuance of coastal development permits by the executive director of the commission or, where the development permit authority has been delegated to a local government, by an appropriate local official designated by resolution of the local government without compliance with the procedures prescribed in the act in cases of emergency, except as provided, and for certain nonemergency developments, as described. This bill would include as an emergency, for purposes of the latter provision, a local emergency declaration by a municipality, county, or special district.   | Watch                |
| <a href="#">SB 752</a><br><a href="#">Richardson</a> D<br><br>Sales and use<br>taxes: exemptions:<br>California Hybrid<br>and Zero-Emission<br>Truck and Bus<br>Voucher Incentive<br>Project: transit<br>buses. | This bill is in the Senate<br>Revenue & Taxation<br>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, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions. | Recommend<br>Support |



March 17, 2025

TO: Board of Directors  
San Mateo County Transit District

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

RE: **STATE LEGISLATIVE UPDATE – April 2025**

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***General Update***

Approximately 2,350 bills have been introduced across the two houses of the State Legislature in this first year of the 2025-2026 Legislative Session. Many of these bills start out as “spot” bills and will need to be amended before they can be heard in the Legislature’s policy committees. The Assembly requires spot bills to be amended by March 17 and the Senate by March 26. The deadline for policy committees to meet and hear bills with a fiscal impact is May 2 (May 9 for non-fiscal) for bills in the first house. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

***SamTrans-Sponsored Legislation***

SamTrans is sponsoring SB 272 (Becker), which would give SamTrans the authority to use the job-order contract (JOC) method of procurement. JOC is a competitively solicited, fixed-price contracting method used for small maintenance and repair work. JOC results in on-call construction service contracts subject to a project labor agreement under which public agencies issue work orders for specific jobs at pre-determined prices. This contracting method provides accelerated project delivery, reduces administrative costs, and lowers construction costs. The bill is set to be heard in the Senate Transportation Committee on Tuesday, March 25<sup>th</sup>.

***Senator Arreguin and Assemblymember Mark Gonzalez Lead Effort to Secure Additional Funding for Transit***

Senator Jesse Arreguin (D-Berkeley) and Assemblymember Mark Gonzalez (D-Los Angeles) are leading efforts in the Legislature to secure an additional \$2 billion for local transit agencies as part of the Fiscal Year 2025-26 budget. The effort is supported by the California Transit Association and numerous stakeholders in the Bay Area and statewide. If successful, this effort would result in additional funding for all regions of the state and help address near-term funding shortfalls as regions prepare to advance self-help measures or find other solutions.

***Brown Act Reform***

As we have identified for you in past reports, there are multiple bills moving through the legislative process related to the Brown Act, specifically around teleconferencing. In recent years, we have seen successful legislation authorizing the limited use of remote participation for board/council members under certain circumstances for just cause (illness, caring for others, travel, etc.) as long as a quorum of

the agency's members participate in person from the same location identified on the agenda and that the location is open to the public and is within the local agency's jurisdiction. Prior to this authorization, members participating remotely would have had to post their location and open that location to the public. Existing law establishes limits on the number of meetings members may participate in via teleconference to two meetings per year if the legislative body regularly meets once per month or less. This authority was created by AB 2449 (Rubio) and will sunset on January 1, 2026. There are efforts in the legislature (AB 259, Rubio) to extend these provisions indefinitely.

Additionally, for several years, local agencies have worked to allow for entirely remote participation for advisory or subsidiary bodies. During the last legislative session, AB 817 (Pacheco) intended to grant this authority, but was unsuccessful. This year, groups representing local agencies are again attempting to create an authorization for subsidiary bodies, by authorizing members to participate remotely and imposing requirements for notice, agenda, and public participation. However, this bill would require elected officials serving on a subsidiary body and participating remotely to post their location and open the location to the public. Additionally, the local agency would need to provide and staff a location within the subsidiary body's jurisdiction open to the public. These changes to the Brown Act are ensconced in SB 239 (Arreguín).

Finally, there is a larger Brown Act reform effort that would cover the issues noted above, plus other circumstances. Authored by the Senate Local Government Committee Chair, SB 707 (Durazo) would make a number of changes to the Brown Act, including authorizing the legislative body of a local agency to use teleconferencing during a proclaimed state of emergency or local emergency if certain conditions are met and re-authorizing remote participation authority for just cause as constituted by AB 2449 (Rubio), but unlike AB 259 (Rubio), sunsets this authority in 2030. SB 707 would also create a process for subsidiary bodies to meet remotely, similar to the requirements for AB 2449 meeting. However, certain members participating remotely can count toward the in-person quorum requirements (ADA, under 18, etc.). This bill contains several other provisions related to the Brown Act, including new translation requirements for meeting materials. While there is a long way to go in the legislative process, we believe all of the bills moving forward could be contained within SB 707, but more conversations amongst the authors must be had.

### ***CalSTA Holds Ninth Transit Transformation Task Force Meeting***

The California State Transportation Agency's Transit Transformation Task Force met for its ninth time in Sacramento on March 11. The meeting included discussion on the process and timeline for completing the Task Force's report of recommendations to the Legislature, required to be submitted by October 30, 2025, and provided Task Force members with the opportunity to review and discuss the proposed structure of the report. More significantly, the meeting included discussion on the draft staff report of recommendations for strategies to provide first-and-last mile access to transit and accessible transportation options for seniors and people with disabilities as well as a series of continuing or new topics, including Transportation Development Act reform and project delivery.

As we have highlighted for you in our last report, the California Transit Association (the trade organization to which SamTrans belongs) continues to lead engagement in the Task Force discussions on behalf of California transit agencies. To inform the positions it takes at Task Force meetings, the Association continues to engage its membership on the challenges / barriers they face in delivering improvements to transit service and has convened an internal Transit Transformation Advisory Committee to develop policy recommendations (for breaking past these challenges) for submittal to the Task Force. The Task Force is subject to the state's open meeting requirements for state bodies, known



as Bagley-Keene, and as such, all agenda materials are available on [CalSTA's website](#). The next Task Force meeting will take place on April 25<sup>th</sup> in San Francisco.

***Bills with Recommended Action***

**SB 752 (Richardson) Zero-Emission Bus Sales Tax Exemption Extension – RECOMMEND SUPPORT**

This bill would extend from January 1, 2026, to January 1, 2028, the partial sales and use tax exemption for zero-emission buses (ZEBs) first established in 2019 and subsequently renewed in 2022.

***Bills of Interest***

**SB 79 (Wiener) Transit Oriented Development**

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, or light industrial development. A transit-oriented development stop is defined as a site with an existing rail or bus rapid transit station, a ferry terminal, or the intersection of two or more high frequency bus stops. SB 79 also requires that the development be eligible for streamlined, ministerial approval.

In addition, SB 79 exempts residential, commercial, and mixed-use projects on land owned by a public transit agency from CEQA. The bill further exempts from CEQA projects for rail facilities, including the construction or rehabilitation of stations and facilities which will be exclusively used by zero-emission or electric trains. If a project done pursuant to this exemption requires the construction of off-site storage and maintenance facilities distinct from the principal project site, the project would be separate and not exempt.

**SB 445 (Weiner) Sustainable Transportation Permit Streamlining**

This bill is intended to accelerate the permitting and construction of sustainable transportation projects. SB 445 sets timelines and requirements on specific third-party entities – local governments, utilities, and private telecommunications providers – to permit and/or approve work on the third-party entity's right-of-way or property.

Specifically, the bill requires a lead agency of a CEQA-exempted transportation project to provide notice to third-party entities regarding the lead agency's need to use or alter facilities under the third-party entity's jurisdiction.

For projects under \$25 million ("sustainable transportation projects"), SB 445 requires the third-party entity to issue permits and approvals within 30 days of acknowledging receipt of the lead agency's notice. For projects over \$25 million ("large sustainable transportation projects"), the bill requires that the lead agency enter into a cooperative agreement with each relevant third-party entity within 60 days. The cooperative agreement shall establish the scope of permits and approvals needed, among other considerations.

If the timelines dictated in the bill are not met, or if a third-party entity fails to adhere to the terms of a cooperative agreement, SB 445 authorizes the lead agency to occupy the right-of-way and conduct the necessary scope of work dictated in their notice.

**AB 1070 (Ward) Transit District Governing Boards**

This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system for at least one hour or for four trips per month. The bill would also require the governing board of a transit district to include 2 nonvoting

members and 4 alternate nonvoting members. One nonvoting member would be required to be a user of the transit service, and the other nonvoting member would be recommended by the labor organization representing transit employees.

**AB 778 (Chen) Internet Website Posting**

This bill would require local agencies, within 10 days of making a construction contract payment, to post on its website information about the project, including the name of the company paid, the date it was paid, the amount of the payment, and other identifying information. Construction contracts valued below \$25,000 would be exempt. This mirrors the existing requirements of state agencies.

## **SamTrans Federal Report April 2025**

### *Administration Update*

#### DOT Rescinds Headquarters Review of STIPs Following Pressure from MPOs

- On February 28, the Department of Transportation (DOT) rescinded a decision to make State Transportation Improvement Plans (STIPs) amendments subject to DOT headquarters' review before being approved. This rescission returns the responsibility of STIP approval back to Federal Highway Administration (FHWA) district offices.
- Each state is required under federal law to develop a STIP covering a period of at least four years and must be developed in coordination with metropolitan planning organizations (MPOs), public transit providers, and regional transportation planning organizations (RTPOs) in the state.
- The HQ review requirement caused criticism and confusion from state and local officials who believed the additional approval could cause infrastructure project delays. Groups such as the Association of Metropolitan Planning Organizations (AMPO) and American Association of State Highway and Transportation Officials (AASHTO) advocated heavily against the new HQ approval requirement.

#### DOT Issues New Discretionary Grants Guidance

- On March 11, DOT Secretary Sean Duffy released new internal guidance that DOT would implement while overseeing the pending funding awarded from FY 2022 through FY 2025 through the Infrastructure Investment and Jobs Act (IIJA). The Department notes that projects with executed grant and cooperative agreements in place that are fully obligated are not subject to the guidance.
- For prior awards without fully obligated grant agreements, the Department will conduct additional reviews of projects before it authorizes additional funding for the project. The guidance asserts that "the focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Administration's Executive Orders."
- Below are the executive orders the Department requires all grant agreements to be in compliance with:
  - [Executive Order 14148](#), Initial Rescissions of Harmful Executive Orders and Actions;
  - [Executive Order 14154](#), Unleashing American Energy
  - [Executive Order 14151](#), Ending Radical and Wasteful Government DEI Programs and Preferencing

- [Executive Order 14168](#), Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government
- [Secretarial Order 2100.7](#), Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities Secretarial Memorandum on Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender
- The Department noted the following project elements that would trigger a review of a project: “equity activities, Diversity, Equity, and Inclusion (DEI) activities, climate change activities, environmental justice (J activities, gender-specific activities, when the primary purpose is bicycle infrastructure (i.e., recreational trails and shared-use paths, etc.), electric vehicles (EV), and EV charging infrastructure.”
- Once a review has been completed, the Department will determine whether a project should continue in its current form with no change, be revised with a reduced or modified scope, or be canceled entirely. Projects that are recommended to adjust their scope, are to eliminate and, where possible, replace aspects of the project that run counter to the Administration’s priorities.

## DOT Closes Office of Climate Change and Environment

- On February 28, DOT closed the Office of Climate Change and Environment after more than a decade in operation. The Office of Climate Change and Environment provided technical assistance to state and local governments on how to spend federal funds on projects related to global warming, including the \$13 billion the IIJA administered for climate programs.
- There is significant concern that the termination of the Office of Climate Change and Environment could make it more difficult for state and local governments to get their climate spending approved, ultimately leading to them pursuing projects not related to the environment.

## President Trump Signs Executive Order Furthering DOGE’s Mission

- On February 26, President Trump signed an executive order entitled, “[Implementing the President’s “Department of Government Efficiency” Cost Efficiency Initiative.](#)” The executive order seeks to reign in federal spending and activities the President considers to be part of the “deep state.”
- Under the executive order, agency heads, with the corresponding DOGE team, are to create a centralized technological system to record every payment issued by the agency pursuant to each of the agency’s covered contracts and grants, along with a brief, written justification for each payment submitted by the agency. These systems are to allow each agency head to pause and review a payment for which a justification has not been

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submitted. This executive order further cements the power and authority DOGE, and its de-facto lead, Elon Musk, has over the federal government.

- The executive order also directs agency heads to conduct a comprehensive review of each agency's contracting policies, procedures, and personnel. Following the review, agency heads are to publish guidance on signing new contracts or modifying existing contracts to promote government efficiency and the policies of the Trump Administration. Law enforcement, CBP, ICE, and the armed forces are exempt from this order.

## *Congressional Update*

### FY 2025 Appropriations Update

- On March 14, Congress passed a six-month continuing resolution (CR) that extends government funding through September 30. This option did not contain any of the FY25 Community Project Funding and Congressionally Directed Spending requests that were in the House/Senate FY25 appropriations bills, which includes SamTrans' pending FY25 \$250,000 Bus Stop Amenity Improvements earmark sponsored by Rep. Kevin Mullin (D-CA). Rep. Mullin is expected to release his Community Project Funding forms once the House Appropriations Committee releases its guidance for FY26.
- After urging Republicans to pass a one-month short-term CR to provide Congress additional time to negotiate FY25 funding bills and voicing opposition to the six-month CR, Senate Minority Leader Chuck Schumer announced on Thursday, March 13, that he would support the six-month CR, paving the way for the House-passed CR to get through the Senate. Schumer's announcement that he would support the CR led to an uproar among Democrats, including those in his caucus and in the House.
- The CR includes a slight increase in military spending and a \$13 billion cut from FY 24 levels in domestic nondefense spending.

### House and Senate Adopt Respective Budget Resolutions for Reconciliation Package

- On February 21, Senate Republicans advanced a narrower budget reconciliation resolution aimed at passing a border security, energy, and defense spending bill. On February 25, the House passed its own resolution, which includes language calling for the reauthorization of the 2017 Tax Cuts and Jobs Act by a slim margin.
- On February 18, President Trump expressed his support for the [House's budget blueprint](#) because it would allow all his priorities to be addressed in one bill. House Republican leadership is facing opposition from members in the Republican conference from swing districts who are wary of proposed cuts to major safety-net programs, such as Medicaid.

**BOARD OF DIRECTORS 2025**

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

APRIL CHAN  
GENERAL MANAGER/CEO



# AGENDA

## San Mateo County Transit District

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

April 2, 2025 – 3:15 pm

*or immediately following the Legislative Committee meeting*

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

Committee Members: Rico E. Medina (Chair), Marie Chuang, Peter Ratto

- |        |  |               |
|--------|--|---------------|
| 7.d.1. | Call to Order  |               |
| 7.d.2. | Approval of Minutes of the Strategic Planning,<br>Development, and Sustainability Committee Meeting of<br>February 5, 2025 | Motion        |
| 7.d.3. | Introducing the Central El Camino Real Multimodal Plan   | Informational |
| 7.d.4. | 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 Board. Staff recommendations are subject to change by the Board.

**San Mateo County Transit District**  
**1250 San Carlos Avenue, San Carlos, California**  
**Strategic Planning, Development, and Sustainability Committee Meeting /**  
**Committee of the Whole**  
**DRAFT Minutes of February 5, 2025**

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

**Members Absent:** None

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

**Other Board Members Absent:** None

**Staff Present:** J. Baugh, J. Brook, J. Cassman, A. Chan, L. Lumina-Hsu, J. Mello, S. van Hoften

**10.c.1. Call to Order**

Committee Chair Rico Medina called the meeting to order at 3:45 pm.

**10.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of December 4, 2024**

Motion/Second: Esser/Chuang

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

Noes: None

Absent: None

**10.c.3. Informational Presentation of the Proposed Transit Oriented Development (TOD) and Property Disposition Policy**

April Chan, General Manager/CEO stated the Transit-oriented Development Ad Hoc Committee met and worked with staff to develop the policy. Josh Mello, Executive Officer, Planning and Development, and Janni Baugh, Deputy Director, Real Estate Management and Development provided the presentation, which included the following:

- Past completed projects and anticipated sites under evaluation for future development
- Policy to focus on creating transit-supportive communities, supporting SamTrans operations, ensuring local and regional collaboration, and supporting affordability and density

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

- Lessons learned from prior projects
- Projects need to be timebound

**10.c.4. Adjourn**

The meeting adjourned at 4:06 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-551-6108 or by email to [board@samtrans.com](mailto:board@samtrans.com).

DRAFT



## San Mateo County Transit District

### Staff Report

To: Strategic Planning, Development, and Sustainability Committee  
Through: April Chan, General Manager/CEO  
From: Joshua Mello, Executive Officer, Planning & Development  
Subject: **Introducing the Central El Camino Real Multimodal Plan**

#### **Action**

This report is for information only. No Board of Directors action is required.

#### **Significance**

In February 2025, the San Mateo County Transit District (District) launched the Central El Camino Real Multimodal Plan (Central El Camino Plan), a corridor study for an 8.5-mile segment of El Camino Real (State Route 82) within the cities of San Mateo, Belmont, San Carlos and a short segment of Redwood City. This project is funded in part through a \$407,000 Transit Performance Initiative (TPI) grant awarded by the Metropolitan Transportation Commission (MTC) in 2023 as well as local match by the District in the amount of \$325,683.

The Central El Camino Plan presents an opportunity to holistically rethink the corridor's role in these four cities, as well as its connections to the county. The Central El Camino Plan will identify corridor needs, define alternatives, and select a preferred alternative based on an analysis of tradeoffs as well as community and stakeholder feedback. At key milestones, the team will request input from the Board of Directors and the public, ultimately resulting in a public-facing implementation plan.

The design alternatives developed as a part of the Central El Camino Plan will, after completion, be used for the first phase of the Caltrans project development process that is being coordinated on a countywide basis for El Camino Real through the Grand Boulevard Initiative (GBI). Ultimately, roadway improvements for transit, active transportation, and safety improvements will result from this planning effort.

#### **Budget Impact**

There is no budget impact at this time. The project budget was approved as part of the Fiscal Year 2024-25 Operating Budget. Total cost of the study is \$732,683, with 56 percent paid for by the MTC grant, and the balance matched by the District and the funds are included in the Operating Budget.

**Background**

El Camino Real (El Camino) is the main arterial of San Mateo County, connecting downtowns, businesses, schools, regional transit hubs, and other key destinations. In the central county, El Camino connects the cities of San Mateo, Belmont, San Carlos, and Redwood City to their neighbors and the rest of the county. While El Camino serves a range of trip purposes and users, its design reflects its historic role as a state highway focused on facilitating high speed auto travel. Consequently, the corridor is a barrier for pedestrians and cyclists and is challenging to navigate efficiently for buses.

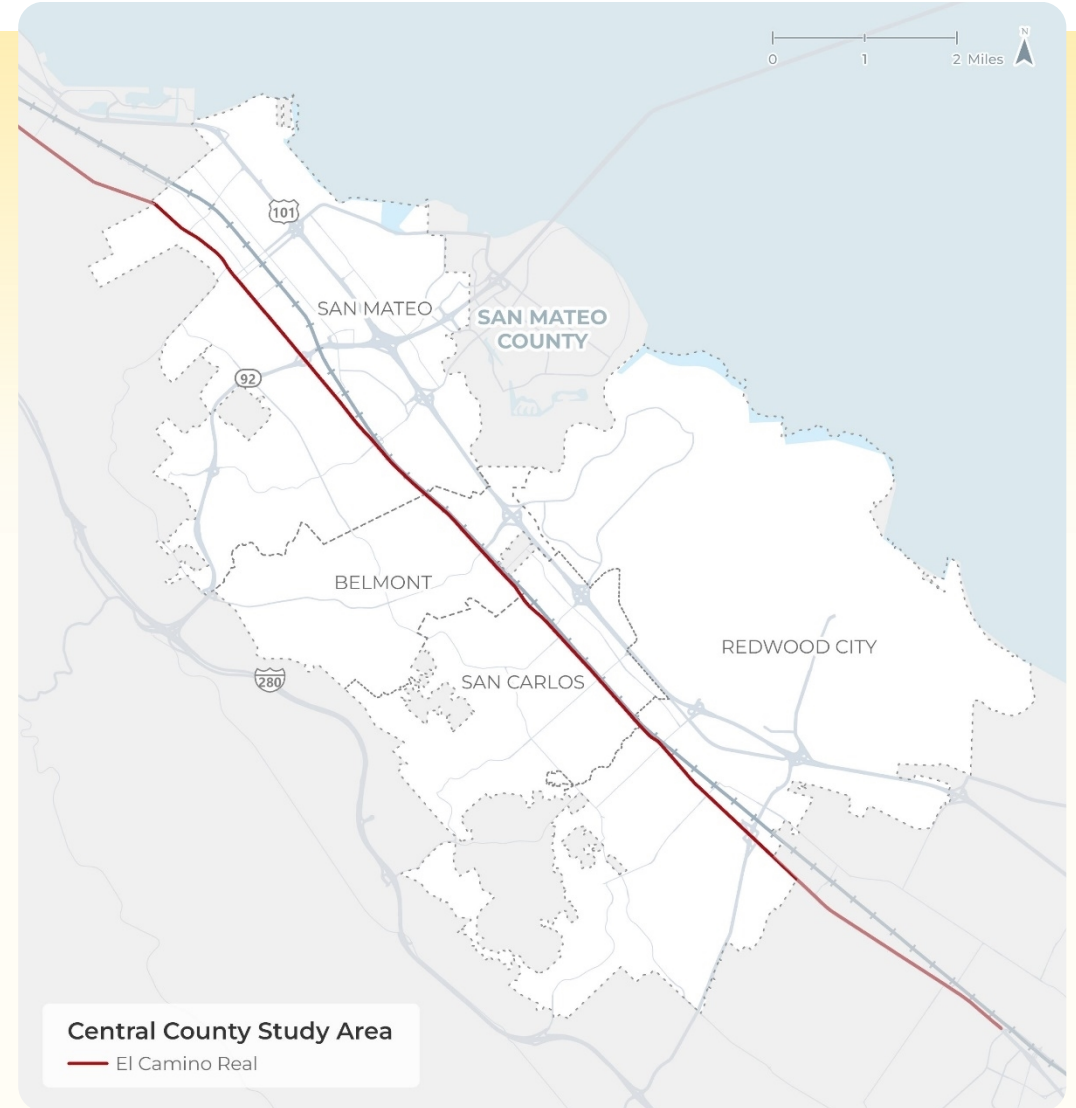
As a Caltrans facility, it has been challenging for cities to realize changes in the corridor, with only a patchwork of improvements occurring over the past several decades. Undertaking the proposed Central El Camino Multimodal Plan presents an opportunity to build on the conceptual planning work completed as part of the board adopted 2022 SamTrans [El Camino Real Bus Speed and Reliability Study \(ECR Study\)](#). The Central El Camino Plan will fill a critical corridor planning gap that is necessary for these four cities to complete the requisite planning for the first stage of the Caltrans project development process being led through the Grand Boulevard Initiative. Over the last year, the District has relaunched GBI focused on transit, active transportation and safety improvements on the corridor through supporting cities by leading a coordinated Caltrans process.

Developing the Central El Camino Plan is essential to advancing transit, safety and active transportation improvements on this segment of El Camino. The plan will build off key findings related to traffic flow and pedestrian safety from past plans like the Belmont Village Specific Plan and the Redwood City El Camino Real Corridor Plan; and coordinate with existing efforts underway, including San Mateo’s Complete Streets Plan and the San Carlos Downtown Plan, which are both currently under development.

|              |              |                             |              |
|--------------|--------------|-----------------------------|--------------|
| Prepared By: | Cassie Halls | Manager, Major Corridors    | 650-508-7766 |
|              | Asiya Patel  | Planner, Strategic Planning | 650-508-7913 |

# Introducing the Central El Camino Real Multimodal Plan

SamTrans Board of Directors Presentation  
Cassie Halls, Project Manager



# Agenda

1. Project Overview
2. Upcoming Public Engagement



# Project Overview



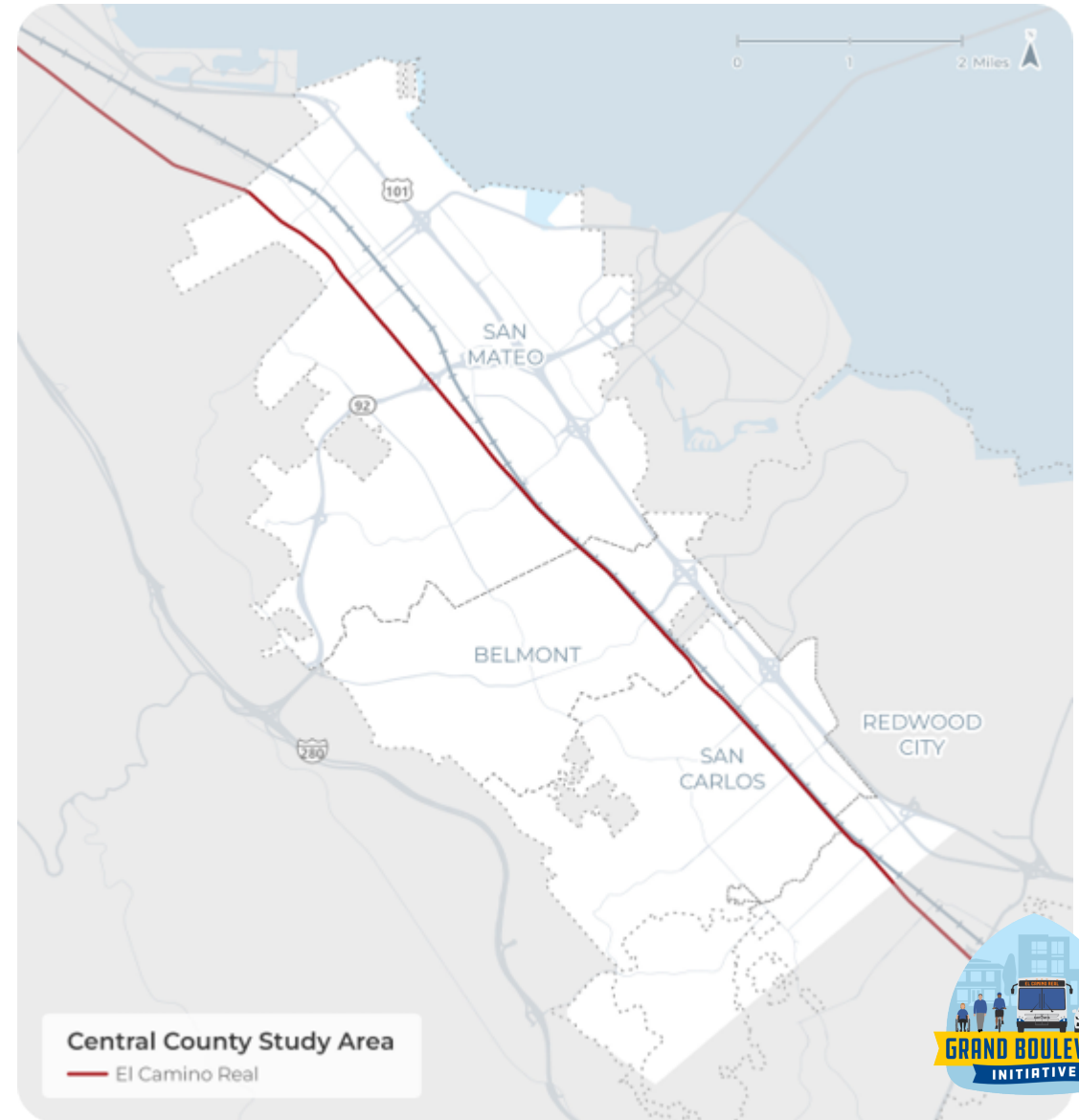
# Central El Camino Real Multimodal Plan

- SamTrans is kicking off a new project with San Mateo, Belmont, San Carlos, and Redwood City called the **Central El Camino Real Multimodal Plan (Central El Camino Plan)**
- **Project aims to address safety and mobility issues** on El Camino Real (SR 82), which is the backbone of San Mateo County
- Cost of the study is \$732k and is funded with a \$407k MTC TPI grant plus \$325k of District funds. City will provide in-kind staff support.



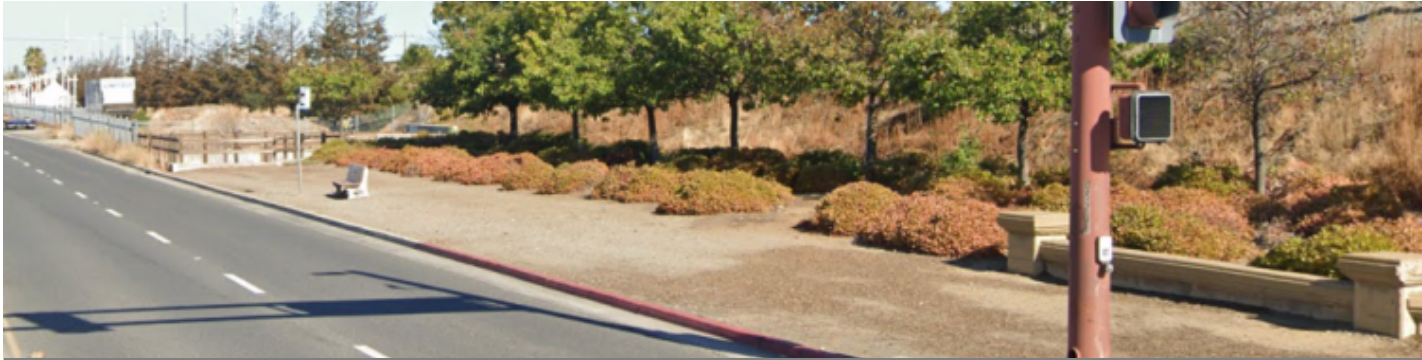
# Project Goals

- **Create a cohesive, locally-defined vision** for multimodal improvements on El Camino in San Mateo, Belmont, San Carlos, and a portion of Redwood City
- **Conduct an alternatives analysis**
- **Select a preferred alternative** that meets both the regional and local needs for El Camino
- **Build on SamTrans' 2022 Bus Speed and Reliability Study** recommendations and complement existing local planning efforts





# Key Challenges to Address



Gaps in sidewalks



Lack of low-stress bicycle facilities



Crosswalk gaps



Narrow sidewalks

Photo Credit: Google Maps



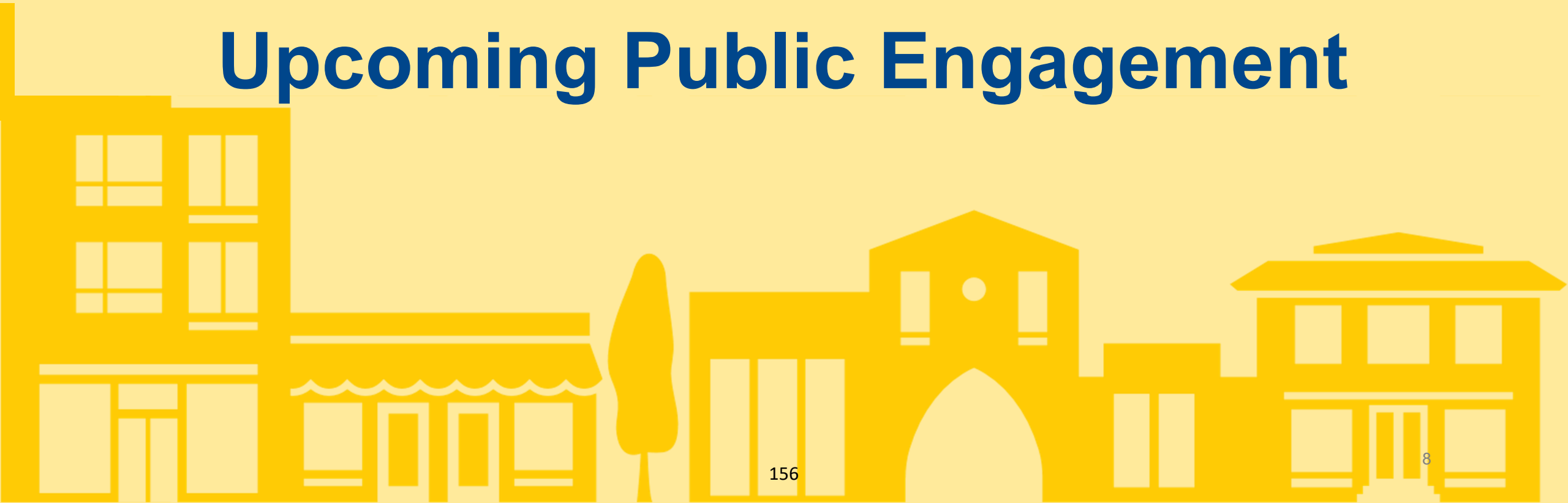


# Interface with the Grand Boulevard Initiative

- **Grand Boulevard Initiative (GBI)** recently relaunched with focus on delivering multimodal transportation improvements
- Design options developed through Central ECR Plan will feed into **coordinated Caltrans process** led by GBI



# Upcoming Public Engagement



# Community Engagement - Timeline



MAY - JULY 2025

## Phase 1: Corridor Gaps & Needs

The team will first build community awareness and learn existing conditions.



JANUARY -  
FEBRUARY 2026

## Phase 2: Corridor Alternatives & Trade-offs

The team will present corridor options and highlight trade-offs for community & stakeholder input.



SPRING 2026

## Phase 3: Preferred Alternative & Corridor Plan

In the final phase, the team will present the preferred alternative and the implementation plan that will feed into the Caltrans project development process.



# Upcoming Phase 1 Public Engagement

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**Dates:** May – July 2025

**Goals:** Build project awareness, confirm existing challenges, and gather input on needs

**Planned Engagement Activities:**

- Community pop-up tabling
- Community-Based Organization meetings
- Multilingual listening sessions/focus groups
- Online map-based survey
- Committee and council meetings per city
- Presentations to key stakeholder groups

**Website:** [SamTrans.com/CentralElCamino](https://samtrans.com/CentralElCamino)



# Questions

