SAN MATEO COUNTY
Transportation Authority

TA Board of Directors
Meeting of September 4, 2025

Correspondence as of August 8, 2025

Subject

1. Letter of Support from City/County Association of Governments of San Mateo County (C/CAG) re: SB 63 (Weiner) Opt In Recommendation for SamTrans

2. Letter of Opposition from SHIFT Bay Area re: Senate Bill 63: San Mateo County Decision to Opt In or Out

3. BART / San Mateo County Next Generation Fare Gate Press Conference and Ribbon Cutting

4. Letter of Support Alameda County Transportation Commission (ACTC), Contra Costa Transportation Authority (CCTA), and San Francisco County Transportation Authority (SFTA) re: Senate Bill (SB) 63

5. Senator Scott Wiener and Senator Jesse Arreguin Joint Letter - Re: Accountability Provisions in Senate Bill 63 (August 5, 2025)

6. TA's Quarterly Investment Report for Quarter Ending June 30, 2025

7. Letter from General Manager/CEO, Executive Director April Chan to Representative Kevin Mullin RE: Funding Requests for Fiscal Year 2026 Transportation, Housing and Urban Development Appropriations Bill (August 7, 2025)

8. SamTrans SB 63 Opt In Decision

August 1, 2025

Jeff Gee, Chair
SamTrans
1250 San Carlos Ave.
San Carlos, CA, 94070

RE: SB 63 (Weiner) Opt In Recommendation for SamTrans

Dear Chair Gee:

The City/County Association of Governments of San Mateo County (C/CAG) Board of Directors met on July 30, 2025 to discuss whether or not to recommend that the County opt-in to SB 63, the Regional Transportation Measure.

The C/CAG Board of Directors approved (18 ayes, 2 noes, and 1 abstention) the following motion:

To recommend opting in to SB 63 at a ½ cent, with a term of 14 years, based on the "SMCTD Alternative" Expenditure Plan attached for reference, with the following conditions:

1. Accountability for the full term of the measure (presented at meeting and based on Memo from Assemblymember Papan, which is attached for reference).

a) Creation of a 5-member Regional Measure Oversight Committee (ROC).
b) One Member each: SamTrans Board, SMCTA Board, C/CAG Board, County Board of Supervisors, San Mateo County Controller.
c) Regional Sales Tax for BART and MUNI shall be subject to performance based release contingent on compliance with oversight terms established by the ROC and identified in binding Interagency Agreements with BART and MUNI.
d) If performance obligations are not met, the ROC can withhold any or all funds.

e) No disproportionate service cuts in San Mateo County by funded agencies, no additional surcharges or fees on San Mateo County riders.
f) Enforceable stations operations standards related to cleanliness, lighting, and public safety.
g) Work with local governments to facilitate commercial development and shared use at transit stations.

2. That SamTrans prepares:
a) An expenditure plan for the return to source funding that looks at service and micromobility improvements; and
b) an outreach plan that obtains feedback from the Cities and public about the expenditure plan.

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Before the motion, there was considerable discussion from both C/CAG Board Members and C/CAG Legislative Committee members about the need for quality and efficient transit throughout San Mateo County; strong accountability measures necessary to garner support of the electorate; and the expectation that the measure will improve and transform transit, and that transit operators are taking proactive steps towards sustainability to ensure that similar emergency measures are not required when the regional measure expires.

Please contact Sean Charpentier, C/CAG Executive Director, at scharpentier@smcgov.org if you have any questions.

Sincerely,

Adam Rak, Chair
City/County Association of Governments of San Mateo County

Enclosures:
SMCTD Alternative Expenditure Plan
Proposal for Local Oversight and Equity in Regional Transit Funding, Asm. Papan

cc:
SamTrans Board
SMCTA Board
Caltrain Board
SFMTA
BART
Assemblymember Papan
Assembly Member Berman
Assemblymember Stefani
State Senator Becker
State Senator Weiner
Andy Fremier, MTC

SMCTD Alternative: SB 63 Expenditure Plan
SMC Attributions by Agency

Recipient Agency	% of SMC ½ cent sales tax	Est. Annual San Mateo County Boardings	Today's dollars (FY 26) $120M	FY 31 $135M**
Caltrain*	24.07%	2.3M	$28.89M	$32.50M
BART	26.64%	3M+	$31.97M	$35.97M
Muni	5.1%	2.2M	$6.10M	$6.86M
SMCTD	38.95%	10M	$46.74M	$52.58M
MTC Transit Transformation	5.00%	N/A	$6.00M	$6.75M
Administration	0.25%	N/A	$0.30M	$0.34M

*Fully funds Caltrain deficit. Provisional number represents Caltrain JPB recommendation, pending SamTrans approval.
**HDL Revenue Generation Projection FY31

Protecting San Mateo County's Interest in Senate Bill 63 – Proposal for Local Oversight and Equity in Regional Transit Funding

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Background

Senate Bill 63 proposes a **½-cent regional sales tax** to support public transit throughout the Bay Area, taxing five of the nine Bay Area Counties including Contra Costa, Alameda, San Francisco, San Mateo and Santa Clara counties with revenues to be distributed among several major transit operators.

While this regional approach to transit funding is contemplated to facilitate systemwide financial stability, it presents unique equity and governance challenges for San Mateo County.

Under the bill as drafted, San Mateo County would contribute substantial tax revenue to transit agencies based outside its jurisdiction—particularly the Bay Area Rapid Transit District (BART) and the San Francisco Municipal Railway (MUNI). San Mateo County lacks any representation, service parity, or operational oversight of these systems, nor does San Mateo County or locally governed transit agencies maintain any contractual service agreements or arrangements with either BART or MUNI that provide any such oversight or operational influence.

Both BART and MUNI provide limited service within the county as does the San Mateo County Transit District (SamTrans) provide limited service to both San Francisco and Santa Clara counties. These informal and traditional arrangements are both common and mutually beneficial between local jurisdictions and overlapping or adjacent transit services. Such overlapping services have never had any formal alignment or contractual basis however nor has funding ever been demanded or expected as part of these overlapping or connected services.

Under SB 63, San Mateo County residents will be taxed to directly subsidize such services, to the mutual benefit of riders from adjacent jurisdictions and the communities therein, yet SB 63 offers no reciprocal investment in San Mateo County transit services from those adjacent jurisdictions nor offers any accountability measures to protect the interests of both riders and taxpayers in San Mateo County.

The Need for San Mateo County Oversight in a Regional Framework

Regional investment must reflect both shared responsibility in maintaining a robust regional transit network as well as operational influence. Requiring San Mateo County taxpayers to fund services directed by agencies beyond their democratic control—without any meaningful voice in operational decisions—sets a novel and perhaps detrimental precedent for regional collaboration.

In no other Bay Area transportation finance measure has a county been asked to contribute so substantially to out-of-county agencies without representation or reciprocal investment. Under prior bridge toll measures such as RM3, for example, revenue flows were determined and managed with defined return-to-source formulas or allocations governed by the Metropolitan Transportation Commission (MTC) with county input.

San Mateo County's Unique Position

San Mateo County is served by a constellation of regional systems (BART, Caltrain, MUNI, and SamTrans), yet has operational control only over SamTrans and shares control over Caltrain through the Peninsula Corridor Joint Powers Board.

Without safeguards, SB 63 would institutionalize a flow of tax revenue to external agencies with no binding agreement or oversight tool to deliver equitable service or improvements in return and to guarantee that such subsidies are expended on the operational and service needs of riders emanating from San Mateo County.

To safeguard local interests while still supporting the regional vision of SB 63, this memo outlines proposed amendments to ensure San Mateo County's contributions yield fair returns in service, limited oversight, and infrastructure investment.

Proposed Amendments: Oversight, Equity, and Accountability for San Mateo County

1. Creation of a San Mateo County Regional Measure Oversight Committee (ROC)

The **San Mateo County Regional Measure Oversight Committee (ROC)** shall provide governance, oversight, and enforcement of performance standards for transit services funded by the regional sales tax within San Mateo County. The ROC shall have authority over all funds allocated to BART and MUNI that are attributable to San Mateo County taxpayers.

ROC Membership

The ROC shall consist of the following five voting members:

1. **Elected Member of the San Mateo County Transit District (SamTrans) Board** *(Excluding any member of the San Mateo County Board of Supervisors).*

2. **Member of the City/County Association of Governments Board (C/CAG) of San Mateo County**
   (Excluding any member of the San Mateo County Board of Supervisors).
3. **Member of the San Mateo County Transportation Authority Board (SMCTA)**
   (Excluding any member of the San Mateo County Board of Supervisors).
4. **Member of the San Mateo County Board of Supervisors**
5. **San Mateo County Controller**

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2. Revenue Flow for San Mateo County (SMC)

- Regional sales tax revenue collected within San Mateo County and designated for **BART or MUNI** shall be subject to **performance-based release** as determined by the ROC.
- No fixed portion of these funds shall be automatically transferred; instead, the **entirety** of San Mateo County's contributions to BART and MUNI shall be **conditionally disbursed** based on compliance with oversight terms established by the ROC.

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3. ROC Responsibilities and Enforcement Authority

The ROC shall be responsible for negotiating, adopting, and enforcing binding **Interagency Agreements** with BART and MUNI that govern service and funding obligations related to San Mateo County. These agreements shall include provisions for:

- Minimum **service levels** within San Mateo County (including station coverage, headways, and span of service).
- **Station maintenance** standards, including cleanliness, lighting, safety, and amenities.
- **Fare structure coordination** across BART, MUNI, SamTrans, and Caltrain to ensure equity and accessibility.
- **Schedule integration** to optimize transfers between agencies serving San Mateo County riders.
- **Enforceable benchmarks** to achieve medium to long term sustainability.

Enforcement Mechanisms

If BART or MUNI fails to meet the performance obligations established in the Interagency Agreements, the ROC shall have the authority to:

- Issue formal notices of noncompliance, with defined timelines to cure deficiencies.
- **Withhold any or all funds** otherwise designated for the noncompliant agency, without limitation, until full compliance is achieved.
- Redirect unspent or withheld funds to **SamTrans projects** that benefit San Mateo County riders, upon conclusion of the regional measure's collection period.

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4. Equitable Service Provisions

Because ridership and farebox recovery depend on timely, consistent, and coordinated service, the legislation must include enforceable **regional equity standards**:

- **No Disproportionate Service Cuts**: Any reductions by BART or Caltrain must be proportional across counties. San Mateo County shall not bear a greater share of cuts relative to other service areas.
- **MUNI Service Protections**: If MUNI receives funds for service in or out of San Mateo County, any cuts to San Mateo County routes must be no more severe than cuts elsewhere in the system during the lifespan of the tax.
- **Schedule Coordination Mandate**: All participating agencies must coordinate timetables for transfers and connections, particularly at intermodal hubs, to optimize systemwide utility and ridership.

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5. Fare Equity and Surcharge Prohibition

- **No Additional Surcharges**: SB 63 must prohibit BART or any other operator from imposing additional charges on San Mateo County riders based on county origin or ridership volume. Fare structures must be equitable and regionally consistent.

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6. Enforceable Station Operations Standards

All BART and MUNI stations within San Mateo County must meet minimum enforceable standards for:

- Cleanliness

- Lighting and visibility
- Public safety

Failure to meet these standards will trigger:

- Financial penalties to the operator, OR
- Reimbursement costs for corrective actions undertaken by SamTrans or local jurisdictions.

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7. Commercial Development and Shared Use at Transit Stations

To enhance the passenger experience and generate sustainable station revenue, operators shall:

- **Collaborate with local governments** to permit retail and commercial activities in station common areas.
- **Facilitate shared parking arrangements** at intermodal stations to allow access by nearby commercial tenants and other transit operators.
- **Engage local economic development agencies** in long-term station area planning.

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8. Sunset and Scope of the ROC

- The SamTrans ROC’s authority shall apply only to SB 63’s 2026 sales tax measure.
- The ROC shall sunset upon full expenditure of the measure’s proceeds, unless extended by a future statute.

SHIFT BAY AREA
Sustainability in Housing, Infrastructure, Finance and Transportation

August 3, 2025

To: Board of Directors - SMCTA

Re: Senate Bill 63: San Mateo County Decision to Opt In or Out

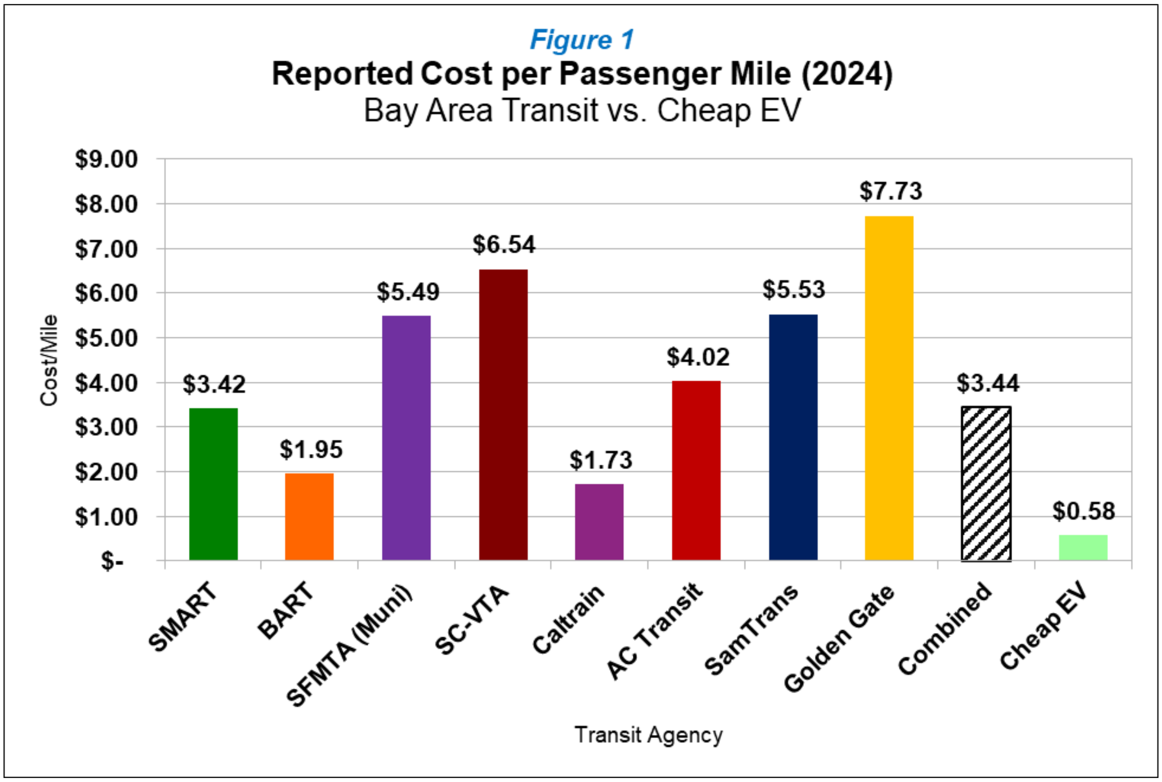
Your July 30th special meeting on SB63 was both disturbing and confusing, because: 1) the Board was rushed to a vote on an arbitrary deadline, 2) the Bill which you were considering was not finalized and public, and 3) staff did not provide proper perspective on the Bay Area Transit context of which our County is a part. In the hopes that your vote will be reconsidered because that process was so irregular *(was it even legal?),* I am providing information which was not shared with you in advance of that vote, but should have been available - as it bears materially upon the issues of funding Traditional Transit in our County, and the Region.

Even if you are not asked to reconsider SB 63, this letter contains information and recommendations relevant to your governance of SMCTA and to the fiduciary responsibility attendant thereto. I ask that you consider them carefully going forward.

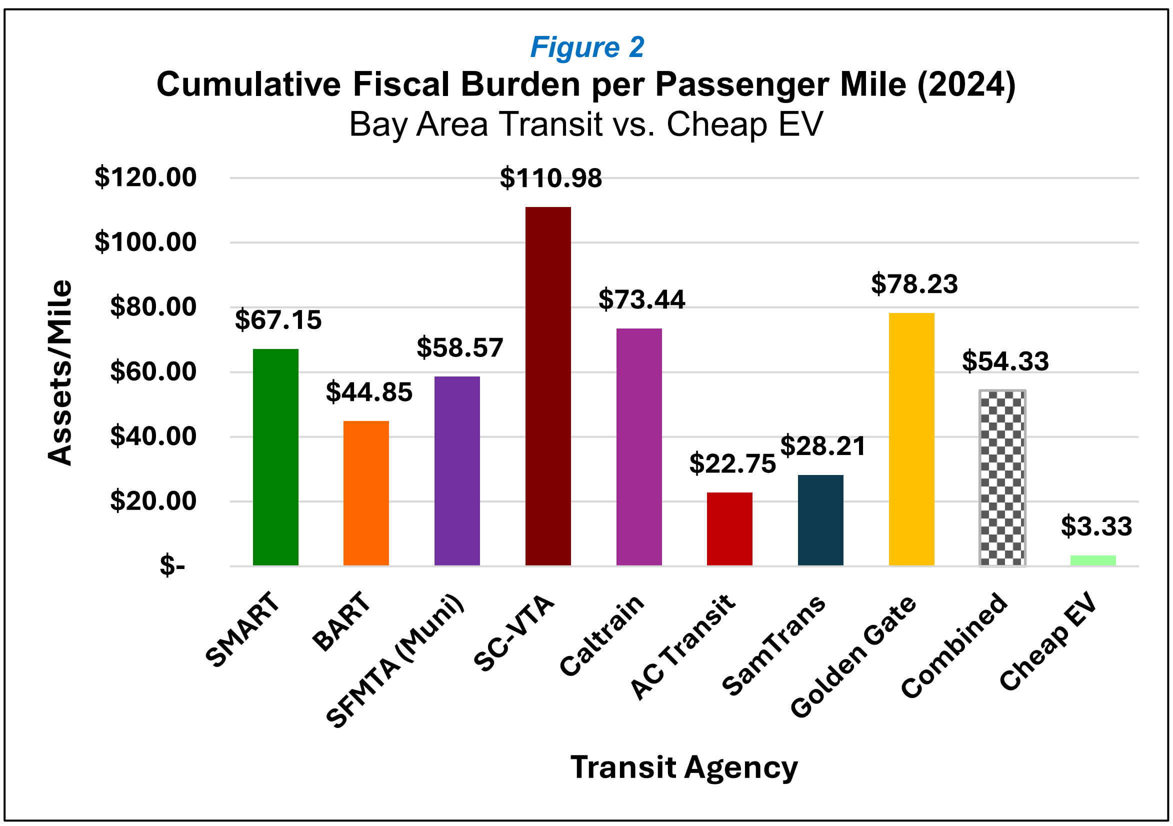
Do not strap San Mateo County to the Traditional Transit Titanic. It is a sinking ship for good reasons that are not solved by this tax increase. Instead, push for efficiencies in the current bloated bureaucracies and for a transition to the emerging Agile and Affordable Transit Alternatives in mini-busses, ride-sharing and autonomous electric vehicles.

The Real Fiscal Issue: Inefficiency

What has not been presented by staff reports to local transit agency boards is the full context of Traditional Transit Cost (In)Efficiency in the Bay Area, including San Mateo County. A review of the 6/30/2024 financial performance of 8 major Bay Area Transit Agencies shows that they are massively inefficient compared to emerging alternatives. On average, Bay Area Transit services are 6 times more expensive than an EV, and do not deliver door to door service. (see Figure 1 below)

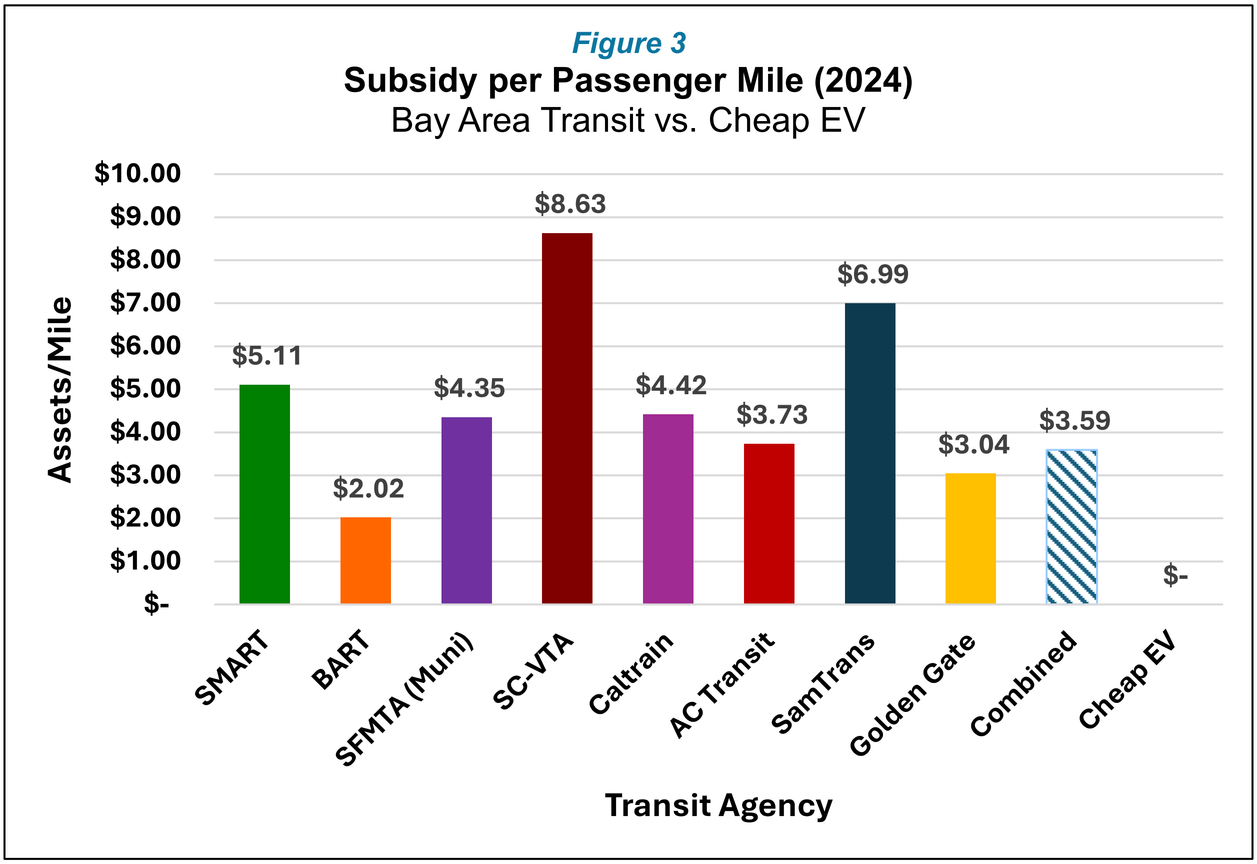


Even more striking is the massive inefficiency in capital asset utilization. The total Fiscal Burden per passenger mile, including capital assets requiring replenishment, unfunded retirement benefits, and outstanding long-term debt is staggering in comparison to a cheap EV *(like my Chevy Bolt)*. These costs would be even worse if bond funding is required, because a 30-year



bond at today's rates **adds about 100% to the cost of each asset financed**. Even *without* considering the cost of financing, Bay Area Traditional Transit requires over 16 times as much money in funding as a cheap EV.

Transit agencies receive some funds from passenger fares, advertising, parking and other sources which reduce their annual operating cost deficits. The rest of their funding comes from subsidies, both statutory taxes & fees as well as discretionary contributions from federal, state, and local sources. What is most instructive is to look at the total SUBSIDIES per passenger mile, the costs not offset by earned income, which are the costs borne by even NON-riders of transit services. Figure 3 shows those subsidies per passenger mile.



Note that for most of these agencies, the Subsidies EXCEED the reported operating costs, because of contributions for capital asset projects and other government assistance programs. Note that an owner-driven EV, or an autonomous EV service such as Waymo, involves no subsidies. San Jose Mayor Mahan has proposed providing $20 ride share credits in lieu of the VTA, because he understands how expensive Traditional Transit is. The challenge for the Bay Area is to move from the costly bars on the left of these charts and toward the far right bar, where the costs and risks are borne by those benefiting from the service - e.g. the vehicle owners or businesses benefitting from workers and customers.

We need to inaugurate cost-effective competition for these legacy bureaucracies, because at present they are not motivated to make themselves more efficient and are not delivering appropriate benefits for taxpayer funds.

San Mateo County faces a plethora of funding needs, especially with the Trump Administration pulling funding from many programs. Those needs include: education, health care, climate change mitigation and adaptation (e.g. stormwater and SLR), and more. It is time for our elected leaders to realize that Traditional Transit costs are out of control, and to move toward more modern solutions so that our scarce resources can be used to address other priorities.

Additional Reasons to Opt-OUT of SB 63:

1. The transit ridership loss is not Pandemic-related and temporary, it is a permanent and efficient shift to work from home and shop from home.
2. The projected transit ridership is unaccountable and optimistic. The deficits will be worse than projected and there is no accountability or recompense for failures to attain estimated financial performance.
3. SMC should not subsidize incompetent bureaucracies at BART and SFMTA with $40M to $60M annually of SMC taxpayer monies. Our County has its own pressing priorities. As constituted, SB 63 would send 42.5% of the taxes raised OUTSIDE THE COUNTY.
4. The SB 63 Accountability provisions are unknown, and likely toothless. Do not agree to anything until everything is specified; this is your only leverage.
5. The MTC is not competent to oversee accountability, in fact their own malfeasance has resulted in tens of millions of dollars in losses on Derivative investments, an inability to retain the BART inspector general, meaningless oversight, and deceptive BART accounting practices.
6. The deadlines foisted upon you are arbitrary, based on the desperation of the mis-managed BART and Muni agencies and San Francisco politicians.
7. There are no cost-saving measures proposed by any of the agencies involved. What there is in SB63, is an agreement to STUDY cost efficiencies… <u>after 5 years have already elapsed with obvious ridership problems</u>. This is management malfeasance of the highest order, and those involved in this failure cannot be allowed to continue in a supervisory or decision-making role; <u>hence the MTC cannot oversee this effort.</u> Also, the selection of a Select Committee to study transit costs cannot involve any current transit agency, though those agencies must support that study by providing staff time and requested information. Because of the strong vested interests in the Traditional Transit Establishment, it will take some thought on how to assemble a truly independent Study Committee which includes members from consulting firms not beholden to said Establishment, as well as from vendors providing the emerging transit alternatives.
8. Allowing any currently planned transit capital asset spending to proceed without a full review and financial justification is an abdication of fiduciary responsibility by the County and its transit governing bodies. All capital investment plans must be paused immediately pending findings from the Select Committee.
9. The delayed expenditures from item 8 can be used to fund the Select Committee Study until that study is completed, and then whatever funding is later agreed can reimburse for the Study costs.
10. This is only a "crisis" because of the failures of management at the agencies involved to address them sooner.
11. If an Opt-In is considered, require custody of the SMC tax funds at the County to be disbursed only when significant performance and oversight conditions are met. The lack of specificity on those terms must prevent passage of any Opt-In to SB 63 for now. Assembly Member Papan's suggested amendments, and others, must be reviewed and debated in public before any decision. There must be no limit on the amount of SMC tax funds that can be withheld, because there is no limit on the potential breaches which could occur.

12. Businesses benefit from workers and customers (tourists); they should fund transit services accordingly.
13. San Mateo County residents already pay multiple transit/transportation sales taxes aggregating to 1.625% of each taxable transaction. SB 63 would push total sales tax rates in much of San Mateo County over 10%. This is a regressive tax that falls hardest on lower income residents already struggling with the Bay Area's high cost of living, and should not be dismissed by assuming the benefit of continuing traditional transit will offset that. Many of those residents cannot use transit to get to and from work. In 2023, only 5.6% of SMC residents used public transportation to do so.
14. The top priority regarding Traditional Transit must be its transformation. However, the legislative history of SB 63 includes*: "...before passing, the author accepted Committee amendments that prioritize the operations of the San Francisco Bay Ferry (WETA) service and the East Bay bus systems over funding for transit transformation, while also reducing the transit transformation pot from 10 percent to 5 percent."* That is the exact WRONG priority. In fact, before any further funding is agreed, the transit transformation study should be completed. SB 63 must be changed to prioritize making fiscal sense before spending.

Reject SB 63: Opt OUT. The challenge for Bay Area Transit is to move from the cost and asset inefficiencies of the Traditional Transit Titanic and to instead support study and development of modern, agile and affordable transportation services which both reduce cost and provide door-to-door service, so people don't have to carry their groceries home in the rain.

Sincerely,

Gregg Dieguez
Director of Sustainability
SHIFT-Bay Area
www.shift-ba.org
mccgreggd@gmail.com

Note: The figures presented herein are my calculations based on ACFR's as of 6/3024. The numbers are preliminary pending finalization of the National Transit Database statistics for 2024 (expected Q4, 2025) and peer review of a pending report containing these, and more, statistics.

CC: Assy. Member Papan

From:	Bradley Dunn
To:	Board (@smcta.com)
Cc:	capril@samtrans.com; Peter Skinner
Subject:	BART / San Mateo County Next Generation Fare Gate Press Conference and Ribbon Cutting
Date:	Tuesday, August 5, 2025 10:06:03 AM
Attachments:	image.png Outlook-apt2lnzb.png SanBruno_NGFG_RibbonCutting_INVITE.pdf

Dear San Mateo County Transportation Authority partners,

As a funding partner, BART cordially invites you to attend the BART Next Generation Fare Gate Ribbon Cutting celebration and press conference at the San Bruno BART station on Thursday, August 21, 2025, at 11:00am.

BART is proud to have worked with partners like the San Mateo County Transportation Authority to complete the installation of Next Generation Fare Gate Installations at all San Mateo County BART stations. The taller and stronger fare gates enhance public safety and improve the rider experience with modern technology.

YOU ARE INVITED

to a celebration of new fare gates
in all San Mateo County stations!

Join BART and see for yourself the new look, state of the art technology, and improved experience.

San Mateo County BART Fare Gate Ribbon Cutting
Thursday, August 21, 2025, at 11:00am
San Bruno BART Station
1151 Huntington Avenue, San Bruno

BART

Let's go.

Details:
Event: BART San Mateo County Next Generation Fare Gate Ribbon Cutting and Press Conference
When: Thursday, August 21, at 11:00am
Where: San Bruno BART Station, 1151 Huntington Avenue, San Bruno, CA 94066

Please let me know if you are able to join us.

Sincerely,
Bradley Dunn
Manager of Local Government and Community Relations
San Francisco Bay Area Rapid Transit District (BART)
2150 Webster Street, 10th Floor, Oakland, CA 94612
Phone: (510) 464-6211 | Cell: (510) 406-2987
Email:bradley.dunn@bart.gov

August 4, 2025

Senator Scott Wiener
1021 O Street, Suite 8620
Sacramento, CA 95814

Senator Jesse Arreguín
1021 O Street, Suire 6710
Sacramento, CA 95814

Dear Senators Wiener and Arreguín,

Thank you for your continued leadership on Senate Bill (SB) 63 and your commitment to engaging with stakeholders to work through the complex and important issues in this legislation. Significant progress has been made this summer, and we appreciate the measured and inclusive approach you have taken to understanding the perspectives of the involved counties and transit agencies and incorporating many of our priorities in the proposed amendments to the bill.

In July, the Alameda County Transportation Commission and the Contra Costa Transportation Authority joined the San Francisco County Transportation Authority in affirming support positions on SB 63. While there are still ongoing discussions regarding the regional measure's full geography, accountability provisions, and governance framework, our agencies felt it was important to demonstrate support for transit and to continue to work together to address the remaining elements. We are committed to working in partnership to advance a regional measure. As such, below are joint comments for your consideration.

We appreciate the continued emphasis on accountability - something voters have consistently identified as critical to supporting a revenue measure - and want to acknowledge our San Mateo colleagues for elevating the importance of counties having a strong role and voice in ensuring tax dollars are spent responsibly. Transit is essential to life in the Bay Area, connecting people across county lines to jobs, school, services, and each other. A consistent, cross-jurisdictional accountability framework that includes each of the measure's participating counties in its oversight structure is essential to ensure fairness and efficient administration of transit services and the regional measure across operators.

We support the proposal your offices developed related to accountability. Among other features proposed by the Authors and outlined at the July 30, 2025, San Mateo County Transportation Authority Board meeting (slide 14 of staff presentation) was the creation of a Regional Measure Accountability Committee consisting of two MTC commissioners from each of the participating counties. This committee structure would ensure all participating counties are jointly engaged in supporting accountability and give all counties equal representation and responsibility in governance of the regional measure. The Committee will be responsible for assessing and adjudicating petitions from participating counties, including recommending corrective actions and any decisions to withhold funds subject to approval by the Metropolitan Transportation Commission, unless rejected by 2/3 supermajority of its voting members. We believe it is important to have a single venue to hold operators accountable and adjudicate claims as opposed to having multiple oversight bodies, ensuring fair and focused attention, and reducing complexity and confusion for voters.

As we ask voters to support increased taxes to fund transit service, it is critical that transit agencies are fully committed to delivering high-quality services and system performance. We are supportive of accountability policies and commitments with a focus on the elements included in your proposal, such as service levels, station and facility performance, and safety and security. We are concerned with any proposal that would treat individual counties or transit agencies differently in terms of performance and service obligations, and agree that any service reductions or fare charges that are unavoidable must be equitable and proportional. We favor a regional approach to overseeing this measure, as proposed by the Authors.

Alameda, Contra Costa and San Francisco counties are currently the only counties included in the measure. It is important that our residents and transit riders, who would generate the majority of the measure's revenues, are not disadvantaged by any proposed changes to the legislation, for which our agencies currently have support positions.

Given the fast-paced nature of current developments, we felt it was important to convey these considerations. Our understanding is that additional financial efficiency and implementation framework information will be available shortly. We look forward to continuing to work with you and our partner agencies to advance this important legislation.

Respectfully,

David Haubert
Chair
Alameda County Transportation Commission

Aaron Meadows
Chair
Contra Costa Transportation Authority

Myrna Melgar
Chair
San Francisco County Transportation Authority

cc:

Jeff Gee, Chair, SamTrans Board of Directors
Carlos Romero, Chair, San Mateo County Transportation Authority Board of Directors
Adam Rak, Chair, City/County Association of Governments of San Mateo County Board of Directors
Andy Fremier, Executive Director Metropolitan Transportation Commission
Alix Bockelman, Chief Deputy Executive Director Metropolitan Transportation Commission

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California State Senate

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JESSE ARREGUÍN
SEVENTH SENATE DISTRICT

COMMITTEES
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CHAIR OF HUMAN SERVICES
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
ENERGY, UTILITIES
& COMMISSIONS
HOUSING
LOCAL GOVERNMENT
TRANSPORTATION

August 5, 2025

Sue Noack
Chair, Metropolitan Transportation Commission (MTC)
David Haubert
Chair, Alameda County Transportation Commission (ACTC)
Aaron Meadows
Chair, Contra Costa Transportation Authority (CCTA)
Myrna Melgar
Chair, San Francisco County Transportation Authority (SFCTA)
Jeff Gee
Chair, San Mateo County Transportation District (SMCTD)
Sergio Lopez
Chair, Santa Clara Valley Transportation Authority (SCVTA)
Carlos Romero
Chair, San Mateo County Transportation Authority
Adam Rak
Chair, City/County Association of Governments of San Mateo County (C/CAG)

Re: Accountability Provisions in SB 63

Dear Chairs Noack, Haubert, Meadows, Melgar, Gee, Romero, and Lopez,

Thank you for your engagement on SB 63. Accountability for public transit operators has been a consistent theme throughout this legislative process and in prior legislative and budget-related transit funding efforts. We agree that Bay Area public transit should be safe, clean, reliable, more seamlessly integrated, and set up to improve financial efficiency to provide enhanced service for riders. Further, we agree that there should be oversight to ensure that SB 63 revenue measure funds are spent in accordance with all legislative requirements and that transit operators treat all participating counties fairly and consistently. This letter outlines various existing accountability requirements, as well as accountability provisions we are committing to include in SB 63.

Existing Accountability Provisions

We introduced SB 63 with multiple accountability measures - including the following:

Independent Third-Party Financial Efficiency Review

SB 63 subjects BART, Muni, Caltrain, and AC Transit to a mandatory independent third-party financial efficiency review that identifies cost-saving opportunities and efficiencies. The bill requires these operators to adopt an implementation plan detailing which cost-saving opportunities and efficiencies they will take to continue receiving SB 63 revenues.

Regional Network Management

Reflecting elected officials' and the public's long-standing desire for more effective transit coordination for a seamless and positive rider experience, SB 63 provides real teeth to the enforcement of regional network management policies developed under the existing regional network management framework. These policies and programs include initiatives such as free and discounted transfers, the popular Bay Pass program, and other policies to ensure greater coordination on schedules, fares, and other standards, while providing flexibility for these policies to evolve to meet rider needs.

SB 63 requires BART, Muni, Caltrain, AC Transit, SF Bay Ferry, County Connection, WestCAT, Tri Delta Transit, LAVTA, and Union City Transit to comply with these policies and programs to receive SB 63 revenues.

Strong Legal Requirements on Distribution of Revenues

SB 63 prescribes how the Transportation Revenue Measure District (TRMD) and Metropolitan Transportation Commission (MTC) shall distribute SB 63 revenues. Specifically, the TRMD and MTC are responsible for distributing specified revenues to county transportation entities and transit operators, respectively, at the levels proposed in the SB 63 expenditure plan. SB 63 specifies that the TRMD has no ability to withhold the funds it is responsible for allocating - meaning that the county transportation entities will get their return to source funds. Further, SB 63 specifies how MTC is or is not to condition the funds it must allocate to the transit operators, providing operators with clear expectations of expected revenues while enforcing accountability.

Independent Oversight

Section 67754 added by the bill requires the establishment of an Independent Oversight Committee with membership appointed by the participating counties. The Independent Oversight Committee is tasked with ensuring that regional measure revenues are spent consistent with SB 63's requirements.

New and Enhanced Accountability Requirements

Relationships and Desires for Accountability Vary Across the Region

A regional transit measure as contemplated by SB 63 is inherently and understandably complicated by the varying perspectives, histories, and resulting concerns that different counties have of and with different transit operators. We acknowledge concerns that have been raised by San Mateo County stakeholders related to San Mateo County residents not having direct representation on the boards of some operators proposed to be funded by an SB 63 revenue measure (particularly BART and Muni), and an ensuing call for additional accountability measures beyond those required in the bill to ensure that operators fairly and consistently apply their adopted standards, policies, and commitments across participating counties. Given the significant, temporary increase in operating funding provided by SB 63 to transit, we believe that a broad desire for enhanced accountability is shared by counties throughout the region. Additionally, we have heard a strong call for enhanced financial efficiency measures in the bill from various public and elected stakeholders.

Regional Accountability Committee

Acknowledging a need to establish enhanced accountability measures, we will include in SB 63 an Accountability Committee (see detailed proposal/text in Attachment A) that is composed of 2 representatives from each participating county and is tasked with ensuring that specified transit operators consistently and fairly apply adopted standards, policies, and commitments related to cleanliness, service changes, fare policy, and other relevant areas. The accountability committee provides a direct, equal, and fair venue for participating counties - including counties that do not have direct governing relationships with transit operators - to assess and adjudicate claims by county transportation entities that such standards, policies, or commitments are not being fairly and consistently applied across counties. By authorizing the accountability committee to require corrective action and withhold up to 5% of the funds from transit operators until that corrective action is taken, this framework provides unprecedented accountability for all counties onto these specified operators in a manner that upholds region-wide standards of accountability and fairness.

We believe this regional accountability approach provides a strong and equitable mechanism to address the oversight and representation concerns that San Mateo County stakeholders have raised with us while also benefiting and being able to garner support from all participating counties.

Strengthened Financial Efficiency Review

Pursuant to feedback received from various stakeholders - and in an effort to more closely align with similar efficiency review models - we will also update and strengthen the financial efficiency review language included in SB 63 (see Attachment B for detailed proposal/text). Specifically, we are updating the financial efficiency review language to include an early action phase to deliver near-term efficiency improvements in mid-2026, establishing an Oversight Committee composed of transit operators and independent experts to exercise approval authority over operator-prepared implementation plans based on the more comprehensive review phase, and establishing a requirement for operators to adhere to adopted implementation plan commitments. We believe that these changes will increase the effectiveness of the financial efficiency review and help set our region's operators on a course toward long term fiscal sustainability.

In summary, we believe that our planned accountability refinements and additions provide a fair, region wide approach to accountability that is robust and flexible enough to address variation in governance and representation structures for all participating counties while conforming to principles of regional fairness and fair treatment. As reflected in recent correspondence provided to our offices, accountability approaches that involve the unilateral withholding of funds or mandating of bilateral agreements would set an uneven accountability playing field and is not sufficiently supported by the existing revenue measure district counties. It thus could not be incorporated into the legislation without posing a significant risk to the viability of a measure. While we are strongly supportive of enhanced accountability provisions and seek continued engagement with stakeholders, we could not entertain accountability provisions that allow a specific county to separately condition funds to BART, Muni, Caltrain, or AC Transit. Similarly, we are not willing to prescribe entry into bilateral agreements between specific operators or counties as a requirement within SB 63.

We appreciate the robust and heartfelt dialogue on accountability that SB 63 has engendered in the region and we trust that all stakeholders understand that we must ensure fairness and equal treatment for all participating jurisdictions.

Sincerely,

Scott Wiener

Scott Wiener
Senator, 11th District

Jesse Arreguin

Jesse Arreguin
Senator, 7th District

Cc:
Senator Josh Becker - Chair, Bay Area Caucus
Assemblymember Buffy Wicks - Vice-Chair, Bay Area Caucus and Chair, Assembly Appropriations Committee
Senator Dave Cortese - Chair, Senate Transportation Committee
Assemblymember Lori Wilson - Chair, Assembly Transportation Committee
Senator Jerry McNerney - Chair, Senate Revenue and Taxation Committee
Assemblymember Mike Gipson - Chair, Assembly Revenue and Taxation Committee
Senator Anna Caballero - Chair, Senate Appropriations Committee
Margaret Abe-Koga, MTC Commissioner
Candace Andersen, MTC Commissioner
Marilyn Ezzy Ashcraft, MTC Commissioner
Pat Burt, MTC Commissioner
David Canepa, MTC Commissioner
Alicia John-Baptiste, MTC Commissioner

Mayor Barbara Lee, MTC Commissioner
Mayor Matt Mahan, MTC Commissioner
Nate Miley, MTC Commissioner
Gina Papan, MTC Commissioner
Mark Foley - Chair, Bay Area Rapid Transit District (BART)
Diane Shaw - President, Alameda-Contra Costa Transit District (AC Transit)
Janet Tarlov - Chair, San Francisco Municipal Transportation Agency (SFMTA) Board of Directors
Steve Heminger - Chair, Peninsula Corridor Joint Powers Board (Caltrain)
Andrew Fremier - Executive Director, MTC
Tony Tavares - Executive Director, ACTC
Timothy Haile - Executive Director, CCTA
Tilly Chang - Executive Director, SFCTA
April Chan - General Manager/CEO, SMCTD and Executive Director, SMCTA
Carolyn Gonot - General Manager/CEO, SCVTA
Sean Charpentier - Executive Director, C/CAG
Robert Powers - General Manager, BART
Salvador Llamas - General Manager/CEO, AC Transit
Julie Kirschbaum - Director of Transportation, SFMTA
Michelle Bouchard - Executive Director, Caltrain
Senator Christopher Cabaldon - Member, Bay Area Caucus
Senator Tim Grayson - Member, Bay Area Caucus
President Pro Tempore Mike McGuire - Member, Bay Area Caucus
Senator Aisha Wahab - Member, Bay Area Caucus
Assemblymember Cecilia M. Aguiar-Curry - Member, Bay Area Caucus
Assemblymember Patrick J. Ahrens - Member, Bay Area Caucus
Assemblymember Anamarie Avila Farias - Member, Bay Area Caucus
Assemblymember Rebecca Bauer-Kahan - Member, Bay Area Caucus
Assemblymember Marc Berman - Member, Bay Area Caucus
Assemblymember Mia Bonta - Member, Bay Area Caucus
Assemblymember Damon Connolly - Member, Bay Area Caucus
Assemblymember Matt Haney - Member, Bay Area Caucus
Assemblymember Ash Kalra - Member, Bay Area Caucus
Assemblymember Alex Lee - Member, Bay Area Caucus
Assemblymember Liz Ortega - Member, Bay Area Caucus
Assemblymember Diane Papan - Member, Bay Area Caucus
Assemblymember Gail Pellerin - Member, Bay Area Caucus
Speaker Robert Rivas - Member, Bay Area Caucus
Assemblymember Chris Rogers - Member, Bay Area Caucus
Assemblymember Catherine Stefani - Member, Bay Area Caucus

Attachment A

SB 63 Authors' Accountability Committee Proposal

Summary

This approach describes a regional oversight structure to ensure that transit operators receiving significant funding from a new SB 63 sales tax are accountable to the counties participating in the measure by requiring transit operators to apply their adopted policies, standards, or commitments consistently and fairly across all counties participating in the SB 63 measure, and requiring corrective action if issues are identified. Specifically, it provides participating counties a venue to raise concerns and seek redress while upholding region wide standards of accountability and fairness.

Definitions

Participating County Entity: Refers to the representative county transportation entity of a county included in the geography of the Transportation Revenue Measure District (TRMD) – aka a county that is participating in the revenue measure. Participating County Entities for a 5-County measure are: ACTC, CCTA, SFCTA, SMCTD, and VTA.

Subject Operator: Refers to an operator set to receive greater than $50 million in FY 31 dollars from MTC through a Regional Transportation Revenue Measure as specified in GOV 67750(c) of SB 63: BART, Muni, AC Transit, and Caltrain.

Proposal Text:

1) SB 63 requires MTC to establish an Accountability Committee that consists of two commissioners from each of the participating counties.
2) The Accountability Committee shall be responsible for assessing and adjudicating petitions from a participating county entity regarding regionally inconsistent application or execution of a subject operator's adopted standards, policies, or commitments described in (3) across participating counties. This would occur in circumstances when:

   (a) A subject operator is not consistently applying or achieving the standard, policy, or commitment in the participating county entity's geographic jurisdiction as reasonably compared to other participating county entity's geographic jurisdictions.
   (b) The standard, policy, or commitment disproportionately disadvantages the operation or maintenance of the subject operator's transit system in the participating county entity's geographic jurisdiction and there is no compelling reason for that standard, policy, or commitment to disproportionately disadvantage the operation or maintenance of the subject operator's transit system in the participating county entity's geographic jurisdiction.
3) The scope of the adopted standards, policies, or commitments – or application of those standards, policies, or commitments – that may be the subject of the petition, assessment, and

adjudication are the following issues related to the operation or maintenance of the subject operator's transit system in the participating county entity's geographic jurisdiction:

a) Service frequency or route changes
b) Fare policy, such as the assessment of surcharges
c) Station, facility, or vehicle cleanliness
d) Station or facility maintenance
e) Station or facility closures
f) Safety and Security

4) The participating county entity shall seek to address the issue that is the subject of a prospective petition directly with the subject operator, including providing the operator an opportunity to directly address the issue, prior to taking the board action required by (5).
5) A participating county entity shall take a formal board action in order to petition the Accountability Committee.
6) Assessment and Adjudication: If presented with a petition from a participating county entity, the Accountability Committee shall determine the following in consultation with the participating county entity and subject transit operator:
   a) Whether the Accountability Committee agrees with the participating county entity's claim(s) in the petition.
   b) Whether it shall recommend to the commission corrective action and a response/cure period by the subject operator to address the participating county entity's petition or if no further action is necessary.
7) If the operator is non-responsive or the response is insufficient, the Accountability Committee shall determine whether or not to recommend that the commission withhold, in total at any given time, up to 5 percent of SB 63 regional revenue measure funding dedicated to the subject operator as specified in GOV 67750(c) in an amount the Accountability Committee deems proportionate to the issue that was the subject of the petition.
8) Recommendations by the committee to withhold funds from a subject operator shall be approved by the commission unless rejected by a 2/3rd supermajority of its voting members.

Attachment B

SB 63 Authors' Financial Efficiency Review Proposal

This proposal requires the four transit operators receiving greater than $50 million in regional revenue measure funds from MTC (BART, Caltrain, Muni, and AC Transit) to undergo a multi-phase comprehensive financial efficiency review that identifies cost-saving and service improvement opportunities for the transit operators, with regular compliance and verification that the operators are implementing these measures. In doing so, it improves financial efficiency for the transit operators, while moving them toward long-term fiscal sustainability, and results in more effective expenditure of taxpayer resources.

Specifically, the proposal does the following:

- Requires MTC to contract with a third party to conduct a two-part efficiency review consisting of:
  - An early action phase to improve service using existing resources
  - A more comprehensive phase, if the measure passes, to identify cost-saving measures and efficiencies that would reduce one-time and ongoing fixed and variable transit operator costs
- Requires BART, Muni, AC Transit, and Caltrain to commit to taking early actions identified in phase 1 of the review.
- Requires BART, Muni, AC Transit, and Caltrain to work with an Oversight Committee that includes independent public transit experts to adopt implementation plans detailing cost-saving measures identified in phase 2 of the review they will take.
- Requires the commission to work with transit operators to verify they adhere to their adopted implementation plans over the life of the measure, ensuring follow-through.

Replace Sections 67760 through 67767 in SB 63 with the following:

CHAPTER 4. Financial Transparency and Review

67760. *(a) The Legislature finds and declares that financial efficiency and transparency are imperative to build public confidence and support for public transportation.*

67762. *(a) The commission shall engage in a financial efficiency review of AC Transit, BART, Caltrain, and Muni pursuant to the timeline in Section 67766.*

(b) Phase One of the review shall exclusively identify the following:

> *(1) Cost-saving measures and efficiencies implemented by the transit operators subject to the review since January 1, 2020.*

(2) Early action strategies that would assist the transit operators subject to the review in delivering increased or improved service and enhanced customer experiences with existing resources.

(c) Phase Two of the review shall identify a menu of cost-saving efficiencies that, if implemented, would reduce one-time and ongoing fixed and variable costs for the transit operators subject to the review.

(d) The scope of both phases of the review shall consider administrative, operating, and capital costs and shall clearly distinguish between any recommended actions that would not impact service and those that would require service realignments or reductions.

67764. *(a) The commission shall contract and manage a third party. The third party shall conduct one or both phases of the review in consultation with the transit operators subject to the review and an Oversight Committee established by the commission that consists of the following:*

1. *The Chair of the commission, or another member of the commission designated by the chair*
2. *The Board Chair, or another member of the board designated by the chair, of each transit operator that is subject to the review*
3. *Four independent experts appointed by the California Secretary of Transportation with expertise in public transportation operations and finance*

67766. *(a) By May 1, 2026, the independent third party procured for Phase One shall complete the Phase One analysis described in subdivision (b) of section 67762 and transmit it to the Oversight Committee. The Oversight Committee shall approve the Phase One analysis and transmit it to the following entities:*

(1) The transit operators subject to the review

(3) The Legislature, in compliance with Section 9795

(4) The Transportation Agency

(5) Each of the county transportation entities identified in the SB 63 expenditure plan.

(b) By July 1, 2026 the transit operators subject to the review shall identify the specific strategies in the analysis described in subdivision (b) of section 67762 that they are willing to implement, and commit to such implementation.

(c) No later than 16 months after the election results are certified, and if the certified election results identify that the measure has passed, all of the following shall occur:

(1) The independent third party procured for Phase Two shall complete the analysis described in subdivision (c) of section 67762 and transmit it to the Oversight Committee for transmittal to the entities described in paragraphs (1) to (4), inclusive, of subdivision (a)
(2) The Oversight Committee shall specify to the transit operators subject to the review what information, at a minimum, shall be included for each efficiency and cost-saving measure identified in the implementation plans required by this subdivision.

(d) No later than 4 months after the the actions required by (c), each transit operator subject to the review shall submit to the Oversight Committee a draft implementation plan that describes all measurable efficiency and cost-saving measures the transit operator plans to implement, including all information related to those measures required by the Oversight Committee pursuant to (c). In developing the implementation plan, the transit operator shall balance financial efficiency, service, and system safety.

(e) The Oversight Committee shall review each draft implementation plan and either approve the plan or recommend revisions to further facilitate the implementation of recommendations identified in the Phase Two Analysis.

(f) No later than two months after the Oversight Committee takes action pursuant to (e), the transit operator's board shall do all of the following:

(1) Incorporate Oversight Committee recommendations made pursuant to (e), if applicable.
(2) Adopt a final implementation plan and transmit it to the Oversight Committee and to the entities described in paragraphs (1) to (4), inclusive, of subdivision (a).
(3) Notwithstanding (1), an operator may reject including one or more of the Oversight Committee recommendations made pursuant to (e) if the operator makes a written finding when adopting the final implementation plan pursuant to (2) that the recommendation has an unacceptable impact on transit service or safety.

(g) The Oversight Committee shall sunset after each transit operator subject to the review takes the actions required by (f). Each transit operator subject to the review shall adhere to the final implementation plan it adopted pursuant to (f) for the remainder of the life of the measure, until all specified actions have been completed or unless doing so is infeasible due to circumstances beyond the operator's control, in which case the operator shall make a good faith effort to comply.

(h) As a condition of receiving continued funding pursuant to Chapter 3 (commencing with Section 67750), the commission shall verify that each transit operator subject to the review is in compliance with the requirements of this Chapter.

Date: 8/8/2025

To: Board of Directors

Through: April Chan, Executive Director

From: Adela Alicic, Senior Financial Analyst

Subject: Quarterly Investment Report for Quarter Ending June 30, 2025

In accordance with California Government Code Section 53646(b)(1), the San Mateo County Transportation Authority (TA) must submit a quarterly investment report to the Board of Directors within 45 days following the end of each calendar quarter. For the quarter ending June 30, 2025, the deadline is August 14, 2025.

Due to the cancellation of the August Board meeting, the next scheduled opportunity for formal presentation is in September, which falls outside the required reporting window. To remain in compliance, we are distributing the Q4 FY2025 Quarterly Investment Report to the Board, as part of the weekly correspondence.

The attached report provides a summary of the TA's investment portfolio as of June 30, 2025, including portfolio composition, policy compliance, market conditions, interest earnings, and performance metrics. Prepared in accordance with Government Code, the report supports transparency, accountability, and oversight of public funds.

Please feel free to reach out to Adela Alicic, Senior Financial Analyst, at alicica@samtrans.com.

San Mateo County Transportation Authority
Staff Report

To:	Board of Directors
Through:	April Chan, Executive Director
From:	Kate Jordan Steiner, Chief Financial Officer
Subject:	**Acceptance of Investment Report and Fixed Income Market Review and Outlook**

Action

Staff recommend the Board accept and enter into the record the Investment Report and Fixed Income Market Review and Outlook as of June 30, 2025.

Significance

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

Budget Impact

There is no budget impact.

Background

The report provides transparency and accountability in managing public funds by detailing the investment portfolio's composition, performance, and compliance with legal and policy requirements. The report for investments as of June 30, 2025 includes:

- Types, issuers, maturity dates, and amounts of investments.
- Descriptions of funds managed by contracted parties.
- Current market values for all securities as of June 30, 2025.
- Compliance with the Investment Policy and California Government Code.
- Certification of the Transportation Authority's ability to meet its six-month expenditure requirements.

Portfolio Overview:

- The TA's $901.8 million investment portfolio is divided into two portions:
  - $295.7 million Managed Portion: Reserve and Measure W funds (Exhibit A) managed by Public Trust Advisors LLC (PTA).
  - $606.1 million Liquid Portion: Funds in short-term investment vehicles (e.g., State of California Local Agency Investment Fund, California Asset Management Program, bank holdings, and money market mutual funds) for liquidity and optimized returns.

- Earnings for the fourth quarter of fiscal year 2025:
    - $9.9 million in total interest earnings in the fourth quarter.
        - $2.3 million in interest earnings on the PTA managed portfolio.
        - $7.6 million in interest earnings on the liquid portion

Discussion

Market Conditions

Federal Reserve Actions:

- At its July 2025 meeting, the Federal Reserve (Fed) maintained the federal funds rate within the 4.3-4.5 percent range. Chair Powell indicated that rate cuts might have been considered if not for the uncertainty around new tariffs. The resilient economic data supports the Fed's cautious wait-and-see approach.
- The Fed's June 2025 Summary of Economic Projections estimates real GDP growth at 1.4 percent for the calendar year, a downward revision from the previous 1.7 percent estimate.
- The Fed's updated "dot plot," which shows the rate expectations for the next several years, continues to suggest 50 basis points (bps) in rate cuts by the end of calendar year 2025. The projections showed a majority of the Fed's twelve policymakers expect to reduce the rate range to 3.8-4.0 percent by the end of calendar year 2025, and two policymakers felt a further quarter-point reduction would be appropriate.

Market and Economic Indicators:

- The 10-year Treasury yield fluctuated during fiscal Year Q4FY25, reaching a high of approximately 4.6 percent in mid-May and closing at 4.2 percent on June 30, 2025. The U.S. Treasury yield curve steepened over the quarter. The front end of the yield curve moved lower amid expectations for Fed rate cuts while longer-term maturities (the time left until a financial instrument matures or expires) rose on concerns regarding the longer-term impacts of the proposed federal reconciliation bill.

Labor Market and Consumer Spending:

- In the quarter ended June 30, 2025, U.S. private-sector employers added 147,000 jobs; the unemployment rate dropped to 4.1 percent in June, down from 4.2 percent at the end of March 2025.
- The unemployment rate is projected to rise to between 4.4 percent and 4.8 percent by the end of 2025, up from earlier estimates of 4.3 percent in March 2025.
- Inflation and Tariffs: Persistent inflation and concerns over new tariffs have been influencing consumer confidence and spending behaviors. The National Retail Federation (NRF) projects a slowdown in retail sales growth for the Calendar Year 2025, forecasting an increase between 2.7 percent and 3.7 percent, compared to a 3.6 percent rise in 2024.

- Consumer sentiment remains subdued due to expectations for higher prices and weaker labor market conditions as tariffs weigh on the pace of economic growth. However, there has been modest improvement from the April lows due to progress on tariff negotiations. A sharp labor market downturn remains the biggest threat to consumer spending.

Portfolio Compliance

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

Prepared By: Adela Alicic Senior Financial Analyst 650-508-7981

INVESTMENT GLOSSARY

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

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

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

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

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

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

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

Roll-down - A roll-down return is a form of return that arises when the value of a bond converges to par as maturity is approached. The size of the roll-down return varies greatly between long and short-dated bonds. Roll-down is smaller for long-dated bonds that are trading away from par compared to bonds that are short-dated.
Roll-down return works two ways in respect to bonds. The direction depends on if the bond is trading at a premium or at a discount. If the bond is trading at a discount the roll-down effect

will be positive. This means the roll-down will pull the price up towards par. If the bond is trading at a premium the opposite will occur. The roll-down return will be negative and pull the price of the bond down back to par.

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

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

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

EXHIBIT 1
SAN MATEO COUNTY TRANSPORTATION AUTHORITY
REPORT OF INVESTMENTS
FOR QUARTER ENDING JUNE 30, 2025

CASH	Current Units	Final Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
Receivable	5,985.07	06/30/2025	5,985.07	5,985.07	5,985.07	5,985.07
Receivable	2,700.27	06/30/2025	2,700.27	2,700.27	2,700.27	2,700.27
Bank of America Checking	3,938,318.01	06/30/2025	3,938,318.01	3,938,318.01	3,938,318.01	3,938,318.01
JP Morgan Bank Checking	125,294,156.78	06/30/2025	125,294,156.78	125,294,156.78	125,294,156.78	125,294,156.78
CAMP Pool	269,102,984.35	06/30/2025	269,102,984.35	269,102,984.35	269,102,984.35	269,102,984.35
County Pool New Measure A	195,181,964.89	06/30/2025	195,181,964.89	195,181,964.89	195,181,964.89	195,181,964.89
County Pool Old Measure A	6,950,018.06	06/30/2025	6,950,018.06	6,950,018.06	6,950,018.06	6,950,018.06
Local Agency Investment Fund	5,661,676.12	06/30/2025	5,661,676.12	5,661,676.12	5,661,676.12	5,661,676.12
Receivable	**8,685.34**	**06/30/2025**	**606,137,803.55**	**606,137,803.55**	**606,137,803.55**	**606,137,803.55**

CORP	Current Units	Final Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
CATERPILLAR FINANCIAL SERVICES CORP	2,090,000.00	02/27/2026	2,089,519.30	2,089,841.52	2,100,700.80	2,137,055.19
CATERPILLAR FINANCIAL SERVICES CORP	360,000.00	05/14/2027	359,604.00	359,753.36	366,127.20	368,477.20
COLGATE-PALMOLIVE CO	655,000.00	08/15/2025	654,397.40	654,975.39	653,748.95	661,419.73
COLGATE-PALMOLIVE CO	195,000.00	08/15/2025	194,820.60	194,992.67	194,627.55	196,911.22
JOHN DEERE CAPITAL CORP	2,500,000.00	01/07/2028	2,499,250.00	2,499,368.71	2,537,750.00	2,593,291.67
JOHN DEERE CAPITAL CORP	1,730,000.00	01/07/2028	1,729,481.00	1,729,563.15	1,756,123.00	1,794,557.83
HOME DEPOT INC	830,000.00	09/30/2026	828,182.30	829,196.05	838,200.40	848,585.78
HOME DEPOT INC	250,000.00	09/30/2026	249,452.50	249,757.85	252,470.00	255,598.13
ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	2,649,246.49	2,671,385.50	2,718,423.00
ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	794,773.95	801,415.65	815,526.90
METROPOLITAN LIFE GLOBAL FUNDING I	690,000.00	01/06/2026	690,000.00	690,000.00	691,835.40	708,606.23
METROPOLITAN LIFE GLOBAL FUNDING I	210,000.00	01/06/2026	210,000.00	210,000.00	210,558.60	215,662.77
NATIONAL SECURITIES CLEARING CORP	1,855,000.00	06/26/2026	1,854,888.70	1,854,945.11	1,872,010.35	1,873,337.19
NATIONAL SECURITIES CLEARING CORP	555,000.00	06/26/2026	554,966.70	554,983.58	560,089.35	560,486.33
PACCAR FINANCIAL CORP	650,000.00	11/25/2026	649,447.50	649,612.49	654,426.50	657,351.50
PACCAR FINANCIAL CORP	450,000.00	11/25/2026	449,617.50	449,731.73	453,064.50	455,089.50
PACCAR FINANCIAL CORP	910,000.00	03/03/2028	909,444.90	909,505.68	923,013.00	936,584.64
PACCAR FINANCIAL CORP	630,000.00	03/03/2028	629,615.70	629,657.78	639,009.00	648,404.75
PEPSICO INC	980,000.00	11/10/2026	979,735.40	979,880.01	992,348.00	999,463.21
PEPSICO INC	295,000.00	11/10/2026	294,920.35	294,963.88	298,717.00	300,858.82
PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	434,931.22	436,940.10	443,532.77
PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	299,952.56	301,338.00	305,884.67
TOYOTA MOTOR CREDIT CORP	500,000.00	05/15/2026	499,675.00	499,858.23	504,325.00	507,647.22
WALMART INC	460,000.00	09/09/2025	459,678.00	459,979.43	459,586.00	465,167.33
---	**20,975,000.00**	**01/12/2027**	**20,964,709.30**	**20,969,470.84**	**21,169,809.85**	**21,467,923.56**

MMFUND	Current Units	Final Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
FIRST AMER:US TRS MM Y	1,997,521.10	06/30/2025	1,997,521.10	1,997,521.10	1,997,521.10	1,997,521.10
FIRST AMER:US TRS MM Y	882,374.30	06/30/2025	882,374.30	882,374.30	882,374.30	882,374.30
FIRST AMER:US TRS MM Y	**2,879,895.40**	**06/30/2025**	**2,879,895.40**	**2,879,895.40**	**2,879,895.40**	**2,879,895.40**

MUNI	Current Units	Final Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
CALIFORNIA ST	1,715,000.00	03/01/2027	1,715,000.00	1,715,000.00	1,735,957.30	1,763,660.27
CALIFORNIA ST	515,000.00	03/01/2027	515,000.00	515,000.00	521,293.30	529,612.27
CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	872,971.37	881,962.65	887,544.30
CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	262,396.02	265,098.60	266,776.32
HAWAII ST	235,000.00	10/01/2025	235,000.00	235,000.00	235,260.85	238,081.44
HAWAII ST	70,000.00	10/01/2025	70,000.00	70,000.00	70,077.70	70,917.88
HAWAII ST	200,000.00	10/01/2026	200,000.00	200,000.00	201,336.00	203,630.00
HAWAII ST	60,000.00	10/01/2026	60,000.00	60,000.00	60,400.80	61,089.00
HAWAII ST	135,000.00	10/01/2027	137,272.05	136,351.39	138,095.55	139,783.05
HAWAII ST	40,000.00	10/01/2027	40,673.20	40,400.41	40,917.20	41,417.20
HAWAII ST	395,000.00	10/01/2028	403,061.95	400,479.17	407,359.55	412,297.05
HAWAII ST	120,000.00	10/01/2028	122,449.20	121,664.56	123,754.80	125,254.80
WASHINGTON STATE	500,000.00	08/01/2025	500,000.00	500,000.00	498,520.00	499,915.83
---	**5,110,000.00**	**02/19/2027**	**5,145,056.40**	**5,129,262.93**	**5,180,034.30**	**5,239,979.40**

US GOV	Current Units	Final Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	2,869,240.30	2,907,450.75	2,926,057.58
UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	1,395,846.64	1,414,435.50	1,423,487.47
UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	5,951,207.80	5,892,750.00	5,944,102.21
UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	1,665,358.56	1,649,000.00	1,663,370.17
UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	3,135,896.17	3,172,682.50	3,206,259.85
UNITED STATES TREASURY	1,250,000.00	11/15/2028	1,224,804.69	1,225,917.97	1,226,662.50	1,231,651.46
UNITED STATES TREASURY	1,200,000.00	02/15/2027	1,136,484.38	1,174,456.14	1,170,756.00	1,180,899.65
UNITED STATES TREASURY	450,000.00	07/31/2026	425,478.52	443,231.32	440,014.50	443,534.01
UNITED STATES TREASURY	2,500,000.00	08/15/2029	2,272,265.63	2,310,095.26	2,302,150.00	2,317,412.43
UNITED STATES TREASURY	1,750,000.00	08/15/2029	1,595,986.33	1,621,498.84	1,611,505.00	1,622,188.70
UNITED STATES TREASURY	575,000.00	08/15/2029	528,056.64	535,238.08	529,494.50	533,004.86
UNITED STATES TREASURY	1,800,000.00	11/15/2029	1,615,781.25	1,636,907.72	1,657,548.00	1,661,571.10
UNITED STATES TREASURY	1,250,000.00	11/15/2029	1,122,070.31	1,136,741.47	1,151,075.00	1,153,868.82
UNITED STATES TREASURY	1,715,000.00	12/31/2026	1,637,490.04	1,690,131.47	1,663,275.60	1,663,357.16
UNITED STATES TREASURY	720,000.00	12/31/2026	687,459.38	709,559.57	698,284.80	698,319.04
UNITED STATES TREASURY	1,500,000.00	02/15/2030	1,332,949.22	1,343,851.87	1,357,380.00	1,365,833.04

UNITED STATES TREASURY	1,100,000.00	02/15/2030	977,496.09	985,491.37	995,412.00	1,001,610.90
UNITED STATES TREASURY	2,100,000.00	05/15/2030	1,790,742.19	1,795,196.87	1,806,819.00	1,808,495.29
UNITED STATES TREASURY	1,600,000.00	05/15/2030	1,364,375.00	1,367,769.04	1,376,624.00	1,377,901.17
UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	5,565,769.79	5,571,120.00	5,576,775.74
UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	1,716,759.29	1,717,762.00	1,719,505.85
UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	4,573,509.37	4,612,372.25	4,612,456.74
UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	1,369,754.57	1,381,393.90	1,381,419.21
UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	3,194,558.46	3,183,658.00	3,194,341.06
UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	939,576.02	936,370.00	939,512.08
UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	1,000,119.46	1,007,521.20	1,008,664.64
UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	3,269,632.15	3,311,759.50	3,315,518.04
UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	314,852.42	317,182.60	317,542.57
UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	944,048.72	956,212.25	957,297.46
UNITED STATES TREASURY	3,175,000.00	05/31/2026	3,172,147.46	3,174,475.65	3,081,496.25	3,083,513.16
UNITED STATES TREASURY	1,625,000.00	05/31/2026	1,628,745.12	1,625,712.34	1,577,143.75	1,578,176.02
UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	3,303,715.23	3,351,528.00	3,351,650.28
UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	1,055,353.47	1,070,627.00	1,070,666.06
UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,531,572.27	2,545,938.08	2,460,061.50	2,466,709.46
UNITED STATES TREASURY	2,550,000.00	07/31/2026	2,514,439.45	2,542,014.54	2,460,061.50	2,466,709.46
UNITED STATES TREASURY	1,125,000.00	07/31/2026	1,117,485.35	1,123,346.36	1,085,321.25	1,088,254.17
UNITED STATES TREASURY	850,000.00	07/31/2026	838,146.48	847,338.18	820,020.50	822,236.49
UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	2,509,902.59	2,585,408.00	2,595,936.53
UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	990,305.87	1,015,696.00	1,019,832.21
UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	717,115.03	738,688.00	741,696.15
UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	405,125.13	415,512.00	417,204.09
UNITED STATES TREASURY	2,775,000.00	09/30/2028	2,424,981.44	2,538,667.79	2,567,430.00	2,576,149.26
UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	754,739.07	763,290.00	765,882.21
UNITED STATES TREASURY	5,315,000.00	09/30/2026	5,238,804.49	5,295,664.91	5,119,833.20	5,131,523.30
UNITED STATES TREASURY	1,800,000.00	09/30/2026	1,774,195.31	1,793,451.90	1,733,904.00	1,737,863.02
UNITED STATES TREASURY	2,400,000.00	12/31/2028	2,141,437.50	2,215,662.52	2,217,192.00	2,217,281.67
UNITED STATES TREASURY	775,000.00	12/31/2028	691,505.86	715,474.36	715,968.25	715,997.21
UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	1,337,727.59	1,354,619.00	1,365,203.60
UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	2,176,974.00	2,218,772.50	2,236,109.34
UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	369,028.30	373,688.00	376,607.89
UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	687,465.47	700,665.00	706,139.79
UNITED STATES TREASURY	4,200,000.00	02/28/2027	4,201,968.75	4,200,658.42	4,070,892.00	4,097,213.33
UNITED STATES TREASURY	1,475,000.00	02/28/2027	1,475,691.41	1,475,231.23	1,429,658.50	1,438,902.30
UNITED STATES TREASURY	2,000,000.00	03/31/2029	1,796,640.63	1,844,989.43	1,905,620.00	1,917,559.89
UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	622,683.93	643,146.75	647,176.46
UNITED STATES TREASURY	1,565,000.00	03/31/2027	1,546,354.50	1,558,445.82	1,531,555.95	1,541,390.65
UNITED STATES TREASURY	300,000.00	03/31/2027	296,144.53	298,631.93	293,589.00	295,474.25
UNITED STATES TREASURY	2,420,000.00	04/30/2029	2,335,583.59	2,350,489.37	2,346,165.80	2,357,887.68
UNITED STATES TREASURY	2,975,000.00	04/30/2027	2,866,226.56	2,925,164.16	2,922,253.25	2,936,036.88
UNITED STATES TREASURY	175,000.00	04/30/2027	168,601.56	172,068.48	171,897.25	172,708.05
UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	1,512,786.90	1,542,880.00	1,546,606.78
UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	800,374.57	819,655.00	821,634.85
UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	425,471.32	433,935.00	434,983.16
UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	269,275.64	274,825.50	275,489.33

UNITED STATES TREASURY	3,950,000.00	05/31/2027	3,872,697.28	3,920,245.26	3,868,393.00	3,877,175.27
UNITED STATES TREASURY	1,200,000.00	05/31/2027	1,176,515.63	1,190,960.59	1,175,208.00	1,177,876.03
UNITED STATES TREASURY	2,800,000.00	06/30/2029	2,769,703.13	2,774,461.07	2,748,816.00	2,749,063.28
UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	590,612.85	598,849.20	598,903.07
UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	1,078,771.81	1,065,389.50	1,065,484.44
UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	401,403.47	396,424.00	396,459.33
UNITED STATES TREASURY	800,000.00	08/31/2027	791,625.00	793,767.99	790,160.00	798,515.98
UNITED STATES TREASURY	2,575,000.00	09/30/2029	2,545,729.49	2,549,692.02	2,586,870.75	2,611,952.38
UNITED STATES TREASURY	2,225,000.00	09/30/2029	2,199,708.01	2,203,131.94	2,235,257.25	2,256,929.72
UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	2,609,542.96	2,623,660.00	2,650,619.02
UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	1,143,962.30	1,155,419.50	1,167,291.84
UNITED STATES TREASURY	750,000.00	10/31/2029	735,175.78	736,636.25	757,147.50	762,201.85
UNITED STATES TREASURY	1,100,000.00	10/31/2029	1,078,257.81	1,080,399.84	1,110,483.00	1,117,896.04
UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	4,327,531.27	4,316,469.00	4,330,582.05
UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	1,982,613.16	1,977,545.10	1,984,010.84
UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	3,232,809.78	3,274,635.00	3,318,086.09
UNITED STATES TREASURY	1,100,000.00	03/31/2030	1,091,792.97	1,092,054.17	1,092,135.00	1,102,158.22
UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	2,563,938.67	2,595,528.00	2,619,219.26
UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	419,105.36	424,269.00	428,141.61
UNITED STATES TREASURY	2,030,000.00	03/31/2028	2,030,475.78	2,030,366.60	2,026,508.40	2,045,005.80
UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	1,688,508.08	1,715,633.25	1,725,805.13
UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	538,364.89	547,013.50	550,256.71
UNITED STATES TREASURY	725,000.00	05/15/2026	717,126.95	721,154.18	722,310.25	725,666.82
UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	5,737,567.63	5,787,762.00	5,805,570.06
UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	1,004,074.34	1,012,858.35	1,015,974.76
UNITED STATES TREASURY	675,000.00	06/15/2026	674,314.45	674,595.85	675,830.25	677,047.46
UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	3,634,727.80	3,686,323.95	3,739,185.96
UNITED STATES TREASURY	1,875,000.00	09/15/2026	1,862,182.62	1,868,487.94	1,890,093.75	1,915,543.82
UNITED STATES TREASURY	200,000.00	09/15/2026	198,226.57	199,273.16	201,610.00	204,324.67
UNITED STATES TREASURY	350,000.00	09/15/2026	347,607.42	348,784.42	352,817.50	357,568.18
UNITED STATES TREASURY	950,000.00	10/15/2026	945,992.19	948,247.28	958,464.50	967,708.18
UNITED STATES TREASURY	3,615,000.00	10/31/2028	3,717,942.77	3,695,117.76	3,744,923.10	3,774,614.23
UNITED STATES TREASURY	3,975,000.00	11/15/2026	3,997,669.92	3,988,404.36	4,013,517.75	4,036,997.79
UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	1,015,509.96	1,020,820.00	1,024,525.60
UNITED STATES TREASURY	525,000.00	12/15/2026	522,826.17	523,824.72	528,916.50	529,920.60
UNITED STATES TREASURY	3,975,000.00	12/15/2026	3,975,621.09	3,975,378.05	4,004,653.50	4,012,255.96
UNITED STATES TREASURY	375,000.00	01/31/2029	382,587.89	381,283.27	378,382.50	384,639.41
UNITED STATES TREASURY	3,675,000.00	02/15/2027	3,722,803.71	3,707,789.15	3,692,676.75	3,749,629.10
UNITED STATES TREASURY	3,975,000.00	02/15/2027	3,956,988.28	3,963,630.22	3,994,119.75	4,055,721.27
UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	2,584,988.36	2,620,371.50	2,656,949.79
UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	1,795,322.38	1,831,716.00	1,857,285.29
UNITED STATES TREASURY	800,000.00	02/28/2029	804,218.75	803,103.18	814,096.00	825,460.13
UNITED STATES TREASURY	1,500,000.00	03/15/2027	1,525,664.06	1,517,855.76	1,511,370.00	1,530,079.24
UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	2,673,958.18	2,711,166.00	2,738,902.68
UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	2,099,315.81	2,148,662.40	2,170,644.37
UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	1,093,006.68	1,114,872.00	1,126,277.74
UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	695,261.30	709,464.00	716,722.20
UNITED STATES TREASURY	4,400,000.00	04/30/2029	4,488,859.38	4,471,403.95	4,537,500.00	4,571,785.33

UNITED STATES TREASURY	4,025,000.00	05/31/2026	4,051,256.84	4,037,877.80	4,053,778.75	4,070,398.37
UNITED STATES TREASURY	4,400,000.00	05/31/2029	4,475,796.88	4,460,995.80	4,519,988.00	4,536,758.49
UNITED STATES TREASURY	3,960,000.00	06/15/2027	3,998,517.19	3,986,042.87	4,025,577.60	4,033,584.16
UNITED STATES TREASURY	1,000,000.00	06/30/2029	1,017,070.31	1,013,899.97	1,018,590.00	1,018,705.49
UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	3,970,759.79	4,009,341.60	4,089,266.32
UNITED STATES TREASURY	525,000.00	08/31/2029	528,609.38	528,062.14	522,396.00	528,756.99
UNITED STATES TREASURY	2,000,000.00	09/15/2027	1,986,484.37	1,987,377.06	1,986,180.00	2,005,989.78
UNITED STATES TREASURY	2,150,000.00	10/31/2029	2,153,107.42	2,152,748.07	2,180,745.00	2,195,686.92
UNITED STATES TREASURY	1,850,000.00	10/31/2029	1,852,673.83	1,852,364.62	1,876,455.00	1,889,312.00
UNITED STATES TREASURY	4,000,000.00	11/30/2026	3,997,343.75	3,998,009.74	4,020,640.00	4,035,038.91
UNITED STATES TREASURY	3,625,000.00	11/30/2029	3,594,980.47	3,597,472.14	3,678,251.25	3,690,916.47
UNITED STATES TREASURY	2,100,000.00	11/30/2029	2,082,609.38	2,084,052.83	2,130,849.00	2,138,186.09
UNITED STATES TREASURY	2,600,000.00	12/31/2029	2,643,773.44	2,640,841.96	2,664,506.00	2,664,815.10
UNITED STATES TREASURY	1,950,000.00	12/31/2029	1,982,830.08	1,980,631.47	1,998,379.50	1,998,611.33
UNITED STATES TREASURY	3,300,000.00	01/31/2030	3,340,992.19	3,338,923.99	3,365,109.00	3,423,611.07
UNITED STATES TREASURY	1,250,000.00	01/31/2030	1,265,527.34	1,264,743.93	1,274,662.50	1,296,822.38
UNITED STATES TREASURY	1,500,000.00	01/31/2027	1,504,511.72	1,503,910.61	1,506,855.00	1,532,664.74
UNITED STATES TREASURY	2,725,000.00	02/28/2027	2,743,734.38	2,742,126.16	2,739,170.00	2,776,740.57
UNITED STATES TREASURY	1,500,000.00	02/28/2027	1,510,312.50	1,509,427.24	1,507,800.00	1,528,481.05
UNITED STATES TREASURY	1,500,000.00	03/15/2028	1,498,886.72	1,498,978.72	1,507,215.00	1,524,273.42
UNITED STATES TREASURY	3,900,000.00	03/31/2030	3,912,492.19	3,912,307.65	3,936,270.00	3,975,483.11
UNITED STATES TREASURY	2,400,000.00	03/31/2030	2,407,687.50	2,407,573.93	2,422,320.00	2,446,451.15
UNITED STATES TREASURY	900,000.00	04/15/2028	901,371.09	901,298.46	901,125.00	908,225.41
UNITED STATES TREASURY	**269,270,000.00**	**04/22/2028**	**260,125,837.65**	**263,505,059.25**	**264,424,987.50**	**266,073,777.17**

Summary	Current Units	Final Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
---	**904,372,698.95**	**03/01/2028**	**895,253,302.30**	**898,621,491.98**	**899,792,530.60**	**901,799,379.09**

1250 San Carlos Avenue
San Carlos, CA 94070
(650) 508-6200

August 7, 2025

The Honorable Kevin Mullin
U.S. House of Representatives
1404 Longworth House Office Building
Washington, DC 20515

Dear Representative Mullin:

On behalf of the San Mateo County Transit District (SamTrans) and the San Mateo County Transportation Authority (TA), I am writing to thank you for submitting funding requests for numerous SamTrans and TA projects as part of the FY 2026 Transportation, Housing and Urban Development Appropriations Bill. We are grateful for your continued support of the transportation infrastructure in our region.

The **SamTrans Bus Stop Amenity Improvements Plan** will enhance the passenger experience systemwide by upgrading stops with shelters, seating, lighting, signage, and other critical features. These improvements are essential to making transit more accessible, equitable, and attractive to current and future riders.

We also appreciate your leadership in advancing five projects the TA is proud to support, each of which addresses challenges in our local transportation network:

- **The SR 84-US 101 Interchange Reimagined Project** in Redwood City: This project will redesign and modernize one of the most outdated and congested interchanges in the region. It aims to unlock access to housing and job centers, reduce travel delays, provide alternatives to driving, and create a safer gateway into downtown Redwood City.
- **The US 101–Holly Street Interchange & Overcrossing Project** in San Carlos: This project will modify the existing overcrossing to be truly multimodal. The project will improve traffic flow, reduce delays, and enhance safety and east-west connectivity for people driving, walking, and riding bikes alike.
- **Millbrae Trail to Bay Connections Project**: A bold step toward a more connected and bikeable community, this project will bridge the gap between downtown Millbrae and the Bay Trail, creating safer, greener travel options and opening up access to the Bayfront and regional transit.
- **The Huntington Avenue Bicycle and Pedestrian Improvement Project in San Bruno:** This project will make Huntington Avenue safer and more inviting for people walking and biking, with new paths, better lighting, and enhanced crossings. It will close gaps in the active transportation network, improve safety near schools and transit, and enhance mobility for residents and commuters alike.

- **The Broadway Grade Separation Project in Burlingame** – A high-impact safety and mobility project that will eliminate a dangerous at-grade rail crossing in a heavily trafficked corridor. By separating rail and vehicle traffic, this project will improve reliability for rail service, reduce local congestion, and pave the way for future transit growth.

Together, these projects represent meaningful progress toward a safer, more connected, and resilient transportation system. Your leadership and advocacy are instrumental in advancing these priorities, and we're grateful for your continued partnership. We look forward to working with you to move these important efforts forward.

Please contact Government Affairs Director, Jessica Epstein, at EpsteinJ@samtrans.com, if you have any questions or need additional information.

Sincerely,

April Chan
General Manager/CEO, Executive Director

CC: San Mateo County Transit District Board of Directors
San Mateo County Transportation Authority Board of Directors

August 8, 2025

Carlos Romero, Chair
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Adam Rak, Chair
City/County Association of Governments of San Mateo County
555 County Center, 5th Floor
Redwood City, CA 94063

Re: SamTrans SB 63 Opt In Decision

Dear Honorable Members of the San Mateo County Transportation Authority Board of Directors and C/CAG Board of Directors:

On behalf of the San Mateo County Transit District (SamTrans), thank you for your correspondence last week regarding Senate Bill (SB) 63.

At its August 6, 2025 meeting, the San Mateo County Transit District Board of Directors voted to opt in to SB 63 with a ½ cent tax rate (8 ayes, 1 noes) in accordance with the following motion:

> Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a ½ cent tax rate. Also, instruct the Bay Area delegation:
>
> (a) to advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and
>
> (b) there will be oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART, while
>
> (c) preserving San Mateo County's ability to participate in the measure.

The Board values your recommendations and appreciates your engagement.

Sincerely,

April Chan
General Manager/CEO

Cc: San Mateo County Transit District Board of Directors
David Canepa, Commissioner, Metropolitan Transportation Commission
Gina Papan, Commissioner, Metropolitan Transportation Commission
Andrew Fremier, Executive Director, Metropolitan Transportation Commission
San Mateo County Transit District and San Mateo County Transportation Authority State Legislative Delegation