AGENDA

San Mateo County Transportation Authority

Board of Directors Meeting

August 6, 2026, 5:00 pm

Public Hearing Room, 5th Floor
166 North Rollins Road, Millbrae, CA 94030

Members of the public may attend in person at the noticed location(s) or participate remotely via Zoom at: **https://us02web.zoom.us/j/85843055309?pwd=nQ4aRTr3DJ8MJQMoeBXzL4ueNCPtta.1** or by entering Webinar ID: **858 4305 5309**, Passcode: **673287** in the Zoom app for audio/visual capability or by calling 1-669-219-2599 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at https://www.smcta.com/about-us/board-directors/video-board-directors.

Public Comments: Written public comments may be emailed to publiccomment@smcta.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.smcta.com/whats-happening/board-directors-calendar.

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

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

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

Thursday, August 6, 2026 — 5:00 pm

1. Call to Order

2. Roll Call / Pledge of Allegiance

3. Public Comment for Items Not on the Agenda

   Public comment by each individual speaker shall be limited two (2) minutes. Items raised that require a response will be deferred for staff reply.

4. Report of the Community Advisory Committee

5. Consent Calendar

   Members of the Board may request that an item under the Consent Calendar be considered separately

5.a.	Approval of Minutes of the Board of Directors Meeting of June 4, 2026	Motion
5.b.	Accept Quarterly Reports for On-Call Contracts for Fiscal Year 2026 Quarter 4	Motion

6. Nominating Committee Report for the Community Advisory Committee

6.a.	Reappointment of Community Advisory Committee Members	Motion

7.	Report of the Chair	Informational
8.	San Mateo County Transit District Liaison Report for July 8, 2026, and August 5, 2026	Informational
9.	Peninsula Corridor Joint Powers Board Liaison Report	Informational
10.	Report of the Executive Director	Informational

11. Program

11.a.	Peninsula Shuttle Program Optimization and Funding Strategy Update	Informational
11.b.	101 Corridor Connect Mini-Grant Program Update	Informational

12. Finance

    12.a. Accept Quarterly Investment Report — Motion

13. Legislative Matters

    13.a. Legislative Update — Informational

14. Requests from the Authority

15. Written Communications to the Authority

16. Date / Time of Next Regular Meeting: Thursday, September 3, 2026, at 5:00 pm

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

17. Report of Legal Counsel

    17.a. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
    Former Property: 2777 S. El Camino Real, San Mateo, CA 94403
    Negotiators: April Chan and Joan Cassman
    Negotiating Party: City of San Mateo
    Under Negotiation: Price and Terms of Transfer

18. Adjournment

Information for the Public

If you have questions on the agenda, please contact the Authority Secretary at 650-551-6108. Agendas are available on the SMCTA website at https://www.smcta.com/whats-happening/board-directors-calendar. Communications to the Board of Directors can be emailed to board@smcta.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 Regular Board Meetings and Community Advisory Committee Meetings
San Mateo County Transportation Authority (SMCTA) Board: First Thursday of the month at 5:00 p.m. SMCTA Community Advisory Committee (CAC): Tuesday prior to the SMCTA Board meeting at 4:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the SMCTA website.

Location of Meeting
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.smcta.com/whats-happening/board-directors-calendar 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 Authority Secretary. Written public comments may be emailed to publiccomment@smcta.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.smcta.com/whats-happening/board-directors-calendar.

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Accessible Public Meetings/Translation
Upon request, the SMCTA 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 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, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records
All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at 166 North Rollins Road, Millbrae, CA 94030, at the same time that the public records are distributed or made available to the legislative body.

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

San Mateo County Transportation Authority
Board of Directors
Regular Meeting

1250 San Carlos Avenue, San Carlos, California 94070
551 El Camino Real, San Bruno, CA 94066

DRAFT Minutes of June 4, 2026

Members Present:	Noelia Corzo (arrived at 5:06pm), Anders Fung, Ray Mueller, Carlos Romero, Julia Mates (Chair)
Members Present via Teleconference:	Rico E. Medina
Members Absent:	Mark Nagales (Vice Chair)
Staff Present:	J. Cassman, A. Chan, J. Epstein, P. Gilster, L. Lumina-Hsu, P. Skinner, M. Tseng

1. **Call to Order**
   Chair Mates called the meeting to order at 5:02 pm.

2. **Roll Call / Pledge of Allegiance**
   Margaret Tseng, Authority Secretary, called the roll and confirmed a Board quorum was present.

   Chair Mates led the Pledge of Allegiance.

3. **Public Comment for Items Not on the Agenda**
   Rich Hedges commented on safe pedestrian pathways.

4. **Report of the Community Advisory Committee**
   Chair Mates stated the report is available online.

5. **Consent Calendar**
   - **5.a. Approval of Minutes of the Board of Directors Meeting of May 7, 2026**
   - **5.b. Accept Quarterly Financial Report Fiscal Year 2026 Quarter 3 Results and Financial Outlook**
   - **5.c. Accept Capital Projects Quarterly Status Report for Fiscal Year 2026 Quarter 3**
   - **5.d. Accept US 101 Express Lanes Quarterly Update on Variable Rate Bonds and Express Lanes Performance**

5.e. Programming and Allocating a Total of $5,575,120 in Measure A Funds to the San Mateo County Transit District for its Paratransit Program and the Peninsula Traffic Congestion Relief Alliance for Commute.org's Operations and Transportation Demand Management Monitoring Program – *Approved by Resolution No. 2026-14*

5.f. Establishing the Appropriations Limit Applicable to the San Mateo County Transportation Authority During Fiscal Year 2027 – *Approved by Resolution No. 2026-15*

5.g. Programming and Allocating a Total of $2,461,000 in Measure A Caltrain Category Funds to the Peninsula Corridor Joint Powers Board to be Used as Matching Funds for Three Grants Awarded through the Regional Transit Connections and Transportation Demand Management Programs, and to Fund Two Additional Local Projects – *Approved by Resolution No. 2026-16*

5.h. Programming and Allocating $1,235,193 in Measure W Bicycle and Pedestrian Program Funds for the Fiscal Years 2027 and 2028 Safe Routes to School Program – *Approved by Resolution No. 2026-17*

Motion/Second: Fung/Romero
Ayes: Fung, Medina, Mueller, Romero, Mates
Noes: None
Absent: Corzo, Nagales

6. Report of the Chair

Chair Mates reported attending the Broadway Grade Separation Project press conference, July regularly scheduled Board meeting will be cancelled, and the next regular meeting will be in August.

Director Corzo arrived at 5:06 pm.

7. San Mateo County Transit District Liaison Report

Director Medina stated the report was posted online and noted SamTrans' 50th Anniversary celebration on July 1 with free rides.

8. Peninsula Corridor Joint Powers Board Liaison Report

Director Medina stated the report was posted online and noted post-pandemic ridership levels reached 75 percent.

9. Report of Executive Director

April Chan, Executive Director, stated the report was in the packet and noted the following:

- Congressman Mullen presented a $3 million check for Broadway Grade Separation Project on June 1
- Metropolitan Transportation Commission (MTC) Active Transportation and Vision Zero Regional Coordination (AT-VZ Project) upcoming workshop with SMCTA and City/County Association of Governments of San Mateo County (C/CAG) on June 23

- Call for Projects issued for 101 Corridor connect mini-grant program for $4 million to jump start previously identified and Board approved projects; applications due July 15

Staff provided further clarification in response to the Board comments and questions regarding outreach efforts to cities.

10. Finance

10.a. Public Hearing: Adopting a Budget in the Amount of $204,361,520 for Fiscal Year 2027 – *Approved by Resolution No. 2026-18*

I. Open Public Hearing

Chair Mates opened the Public Hearing at 5:11pm.

II. Present Staff Report

Cleo Liao, Manager, Budgets, and Taylor Huckaby, Deputy Chief, Communications, provided the presentation that included the following:

- San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Bond pay down
- Marketing budget funding levels options for outreach and brand awareness

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

- Public transparency: name recognition, 2028 Measure A reauthorization, Fiscal Year 2027 (FY27) projects completion
- Guerilla marketing, social media influencers cost effectiveness, advertisements, billboards; return-on-investments
- Key performance indicators (KPIs), name identification survey pre- and post-media flights; current name identification close to zero
- Furthering SMCTA goals through community feedback for projects, civic engagement

The Board had further deliberations which included the following:

- Public taxpayer money stewardship; public information and improved communications
- Proposed marketing budget less than 1 percent of interest income that will be earned upcoming year
- KPIs measurements; marketing end goal

Ms. Liao continued the presentation which included the FY proposed budget sources and uses and annual investment authority delegation.

III. Hear Public Comment

There were no public comments.

IV. Close Public Hearing
Chair Mates closed the Public Hearing at 5:41pm.

V. Board Discussion and Action
Motion to approve budget with $250,000 marketing allocation/Second: Romero/Corzo

Substitute Motion by Director Mueller to approve budget with $100,000 marketing allocation. Second by Director Medina.
Ayes: Fung, Medina, Mueller, Mates
Noes: Corzo, Romero
Absent: Nagales

11. Program

11.a. Community-Based Organization (CBO) Bench Pilot Program

Marissa Mathias, Planning Analyst III, provided the presentation that included the following:

- Seven pre-qualified CBOs selected; reflects countywide geographic and demographic diversity
- CBO project work compensated; support for outreach, translation, and community engagement activities

Staff provided further clarification in response to the Board comments and questions, which included project sponsors qualification; active transportation projects; projects funds paid directly to CBO with no cost to project sponsors

11.b. Programming and Allocating a Total of $20,520,000 in Measure A Caltrain Category Funds to the Peninsula Corridor Joint Powers Board for the San Mateo County At-Grade Crossings Enhancements Project Phase 1 – *Approved by Resolution No. 2026-19*

Stacy Cocke, Grade Crossing and Rail Systems Delivery Director, Caltrain, provided the presentation that included the following:

- Baseline and advanced crossing safety improvement measures; safety performance at high-risk crossings
- Funding request, project costs, and implementation schedule
- Coordination with California Public Utilities Commission (CPUC) approvals and contractor procurement
- Measure A funding allocation and project delivery updates

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

- Artificial intelligence (AI) pilot project expansion; balance hazard and behaviors to assign appropriate site mitigation safety measures
- Safety enhancements that can be done now and not spending millions of dollars

Motion/Second: Corzo/Romero
Ayes: Corzo, Fung, Medina, Mueller, Romero, Mates
Noes: None
Absent: Nagales

11.c. Programming and Allocating $21,600,000 in Measure A Grade Separation Category Funds; Programming up to $234,600,000 in Measure A Caltrain and Grade Separation Categories; and Programming up to $87,000,000 in Measure W Local Safety, Pothole and Congestion Relief Improvements (Grade Separation) Category Funds for the Broadway Grade Separation Project – *Approved by Resolution No. 2026-20*

Jess Manzi, Director, Project Delivery, provided the presentation that included the following:

- Federal Railroad Crossing Elimination (RCE) grant, $1.1 billion program, application due next week
- Funding package about $320 million, Measure A, Measure W, Caltrain funds, design, and property costs
- Value engineering reduced scope, removed complex, costly parallel tracks and stations
- Strengthen federal grant competitiveness and demonstrate readiness

Staff provided further clarification in response to the Board comments and questions, which included enhance chances for Federal funding and funding advocacy roadmap addressing various funding sources and allocations.

Michelle Bouchard, Executive Director, Caltrain, stated collaborative effort with City of Burlingame and SMCTA staff, rail safety at-grade separations, Corridor Crossing Strategy to prioritize future grade separations projects, and funding for the project.

<u>Public Comment</u>
Gina Papan commented on first design monies spent and credit to Burlingame or project partners.

Motion/Second: Romero/Fung
Ayes: Fung, Medina, Mueller, Romero, Mates
Noes: None
Abstain: Corzo
Absent: Nagales

12. Legislative Matters

12.a. Legislative Update

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

Federal

- FY27 appropriations process and Transportation, Housing and Urban Development (THUD) Bill advancement in House committee; proposed $4.6 billion reductions to federal transit programs
- Surface transportation reauthorization draft Build America 250 Act

State

- May revise budget update and improved revenue outlook with constrained new spending
- Senate Bill 125 transit capital funding not included in May revise
- California Air Resources Board (CARB) Cap and Invest amendments reduced Greenhouse Gas Reduction Fund (GGRF) revenue by approximately $2 billion annually; risk to Low Carbon Transit Operations Program (LCTOP), Transit and Intercity Rail Capital Program (TIRCP), and Affordable Housing and Sustainable Communities (AHSC) transit funding programs
- State transit bridge loan at risk as loan tied to TIRCP funding

13. Requests from the Authority – There were none.

14. Written Communications to the Authority – Available online.

15. Date / Time / Location of Next Regular Meeting: Thursday, July 9, 2026, at 5:00 pm

Chair Mates announced the July regular meeting cancelled and the next regular meeting will be August 6, 2026. The meeting will be accessible via Zoom and in person at the San Mateo County Transit District, Public Hearing Room, 5th Floor, 166 North Rollins Road, Millbrae, CA 94030.

16. Report of Legal Counsel

Joan Cassman, Legal Counsel, stated there was no report.

17. Adjournment - The meeting adjourned at 6:35 pm.

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: David Santoro, Chief Administration Officer, SamTrans

Subject: **Accept Quarterly Reports for On-Call Contracts for Fiscal Year 2026 Quarter 4**

Action

Staff recommends that the San Mateo County Transportation Authority (SMCTA) Board of Directors (Board) accept the quarterly reports for Board-awarded on-call contracts for Fiscal Year 2026 Quarter 4 (FY26Q4).

Significance

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

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

The below on-call contracts had WD's issued during the reporting period.

1. General Engineering Consultant Services Contract No. 21-T-P-037
2. General Engineering Consultant Services Contract No. 26-T-P-018
3. Temporary Staffing Services Contract No. 25-T-P-014
4. Transportation Planning, Grants, and Engagement Services Contract No. 25-T-P-016

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

Budget Impact
There is no impact on the budget.

Prepared By: Kevin Yin Director, Contracts and Procurement 650-622-7860

<u>Attachment 1</u>

Contract Name: General Engineering Consultant Services Contract No. 21-T-P-037

<u>Scope of Services</u>

Consultants will provide engineering and program delivery services necessary to support the delivery of transportation projects and programs identified in the Measure A, Measure W Expenditure Plans and the SMCTA's Strategic Plan. The services may include, but are not limited to preliminary engineering, environmental documents, design documents, project management and construction support.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	$40,000,000
Work Directives Issued:		$24,822,550
Remaining Exercised Capacity:		$15,177,450

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used	Vendor
1825	1750	96%	69.25%	AECOM
1825	1538	84%	68.02%	HDR and Kimley-Horn and Associates (KHA)

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base AECOM	10/1/2021	9/30/2026	5.0	$40,000,000	2021-21
Base HDR and KHA	5/1/2022	4/30/2027			
Amendment					
Total:			**5.0**	**$40,000,000**	

Table 4

Vendor	AECOM Technical Services, Inc.	HDR Engineering, Inc.	Kimley-Horn and Associates, Inc.	TOTAL
Contract #	21-T-P-037A	21-T-P-037B	21-T-P-037C	
Total WDs Issued	$12,298,583.27	$1,023,952.20	$11,500,014.34	**$24,822,549.81**
Previous Reporting Period	$0	$0	$0	**$0**
Current Reporting Period	$0	$0	$0	**$0**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
864-A5	US 101 Managed Lanes North of Interstate 380 (I-380) project and	**The purpose of this fifth amendment to work directive 864 is to re-allocate funding from Task 180 for the additional scope of work. There is no additional cost.**	AECOM	5/11/2026	9/1/2022	9/30/2026	$0
						Total Amount This Period	**$0**

Attachment 2

Contract Name: General Engineering Consultant Services Contract No. 26-T-P-018

Scope of Services
Contractor's on the bench shall provide services on an as-needed basis in two primary areas:

Project Support - Professional Services necessary to support SMCTA with the delivery of transportation projects and programs with a focused effort on the highway program of projects identified and detailed in the Measure A and Measure W Transportation Expenditure Plans, Strategic Plan, the Short-Range Highway Plan, and the Supplemental Roadways list of eligible projects. The Professional Services may include but are not limited to:

- Preliminary Planning Study (PPS)
- Project Initiation Document (PID), Design Engineering Evaluation Report (DEER), Project Study Report - Project Development Support (PSR-PDS)
- Project Approval and Environmental Documents (PA&ED)
- Plans, Specifications, and Estimates (PS&E)
- Design Support During Construction (DSDC)
- Construction Management and Inspection (CM)
- Project Closeout

Programmatic Support - Professional Services necessary to support SMCTA with program implementation as identified by SMCTA. The Professional services for a variety of Measure programs including, but not limited to, Highway, Local Streets and Roads, Bicycle and Pedestrian, Grade Separation, and Ferry, may include, but are not limited to:

- Program management
- Project oversight
- Project management
- Strategic guidance
- Outreach support

- Funding strategy development and implementation

Table 1

Contract Summary	Years	Amount
Total Capacity:		$70,000,000
Work Directives Issued:		$3,778,484
Remaining Exercised Capacity:		$66,221,516

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1824	107	6%	5.40%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	4/1/2026	3/30/2031	5.0	$70,000,000	2026-11
Option 1	4/1/2031	3/30/2032	1.0	$15,000,000	2026-11
Option 2	4/1/2032	3/30/2033	1.0	$15,000,000	2026-11
Amendment					
Total:			**7.0**	**$100,000,000**	

Table 4

Vendor	AECOM Technical Services, Inc.	HDR Engineering, Inc.	Kimley-Horn and Associates, Inc.	Mark Thomas & Company, Inc.	William R. Gray and Company DBA Gray-Bowen-Scott (GBS)	TOTAL
Contract #	26-T-P-018A	26-T-P-018B	26-T-P-018C	26-T-P-018D	26-T-P-018E	
Total WDs Issued	$0	$$0	$1,210,000	$0	$679,242	**$1,889,242**
Previous Reporting Period	$0	$0	$0	**$0**	**$0**	**$0**
Current Reporting Period	$0	$0	$1,210,000	**$0**	$679,242	**$0**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
1113	Project Management Support for US 101/State Route (SR) 92 Direct Connector Project	**Project management and project controls support for the US 101/SR 92 Direct Connector and Area Improvements Project**	GBS	5/1/2026	4/1/2026	6/30/2028	$582,492
1114	Highway Program Support for Countywide Highway Projects	**Highway program support for countywide highway projects**	GBS	4/23/2026	4/23/2026	9/30/2027	$96,750
1135	Project Management Support for US 101/Holly Street Interchange Improvement Projects (Mid-term and Long-term)	**Project management and project controls support for the US 101/Holly Street Interchange Improvements and Overcrossing Project (mid-term and long-term improvements) to prepare for construction**	Kimley-Horn	6/24/2026	6/29/2026	12/31/2028	$1,210,000
						Total Amount This Period	**$1,889,242**

Attachment 3
Contract Name: Temporary Staffing Services Contract No. 25-T-P-014

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

Table 1

Contract Summary	Years	Amount
Total Capacity:	7.0	$1,750,000
Exercised:	5.0	$1,250,000
Work Directives Issued:		$42,370
Remaining Exercised Capacity:		$71,714,397.99

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
2,555	273	11%	2.5%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	7/1/2025	6/30/2030	5.0	$1,250,000	2025-07
Option 1	7/1/2030	6/30/2031	1.0	$250,000	2025-07
Option 2	7/1/2031	6/30/2032	1.0	$250,000	2025-07
Amendment					
Total:			**7.0**	**$1,750,00**	

Table 4

Vendor	AppleOne, Inc.	SearchPros Staffing LLC	Tellus Solutions Inc.	TOTAL
Contract #	25-T-P-014A	25-T-P-014B	24-S-T-014C	
Total WDs Issued	$0	$0	$42,370	**$42,370**
Previous Reporting Period	$0	$0	$42,370	**$42,370**
Current Reporting Period	$0	$0	$0	**$0**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
01100	Financial Reporting Accountant	Temporary Assignment - Budget	Tellus		02/11/2026	2/12/2026	$27,408.00/ only $15,769.60 paid
01066	Financial Analyst III	Temporary Assignment – Budgets, converted to permanent employee	Tellus		1/8/2026	1/8/2026	$9,000.00
01107	Financial Analyst III	Temporary Assignment – Budgets, converted to permanent employee	Tellus		1/19/2026	03/23/2026	$8,194.01
01065	Financial Analyst III	Temporary Assignment – Budgets, converted to permanent employee	Tellus		1/8/2026	1/14/2026	$13,900.00
						Total Amount This Period	**$45,278.89**

Attachment 4

Contract Name: Transportation Planning, Grants, and Engagement Services Contract No. 25-T-P-016

Scope of Services

Consultants will provide transportation planning, grants development and community engagement work for TA funded projects and programs. Services may include, but are not limited to: multimodal corridor plans, strategic plans, best practices reviews, grant writing support, public participation strategies and support as well as assisting with project/program related events.

Table 1

Contract Summary	Years	Amount
Total Capacity:	5.0	$14,000,000
Exercised:	3.0	$14,000,000
Work Directives Issued:		$3,616,584
Remaining Exercised Capacity:		$10,383,416

Table 2

Contract Days	Days Elapsed	% Time Elapsed	Capacity Used
1095	442	40%	32.54%

Table 3

Contract Information	Start	End	Years	Capacity	Resolution/ Authorized
Base	5/1/2025	4/20/2028	3.0	$14,000,000	2025-06
Option 1	4/21/2028	4/20/2029	1.0		2025-06
Option 2	4/21/2029	4/20/2030	1.0		2025-06
Amendment					
Total:			**5.0**	**$14,000,000**	

Table 4

Vendor	ARUP US, Inc.	Fehr & Peers	HNTB Corp.	Jacobs Engineering Group Inc.	TOTAL
Contract #	25-T-P-016A	25-T-P-016B	25-T-P-016C	25-T-P-016D	
Total WDs Issued	$999,788.55	1,827,246.64	$349,865.90	$1,379,057.11	**$4,555,968.20**
Previous Reporting Period	$0	$1,197.989.98	$0	$8,100	**$1,206,089.98**
Current Reporting Period	$0	$549,265.97	$349,875.90	$40,242.22	**$939,384.09**

Table 5

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
1103	San Bruno Avenue Technical Assistance	**Technical assistance to the City of San Bruno for the San Bruno Avenue Multimodal Safety and Congestion Relief Project**	Fehr & Peers	5/5/2026	5/5/2026	6/3/2027	**$299,265.97**
1119	Pacifica Bicycle Boulevard Technical Assistance	**Conceptual designs for two bicycle boulevards, develop a 'toolbox' of speed and volume management tools, gather additional community and stakeholder input on the designs and proposed tools, and develop a grant application for SMCTA's upcoming Pedestrian/Bike Program Call for Projects**	HNTB	5/7/2026	5/8/2026	12/31/2026	$99,875.90
1104	Best Practice Design Review Technical Assistance	**Conduct best practice reviews of conceptual and preliminary engineering designs from local jurisdictions and other partners in the county on behalf of the San Mateo County Transportation Authority (SMCTA)**	Fehr & Peers	6/18/2026	6/22/2026	12/31/2027	**$250,000**

WD#	Title	Description (Updates in Bold)	Vendor	Updated	Start	(Revised) End	Amount This Period
1120	Best Practice Design Review Technical Assistance	**Conduct best practice reviews of conceptual and preliminary engineering designs from local jurisdictions and other partners in the county on behalf of the San Mateo County Transportation Authority (SMCTA)**	HNTB	6/18/2026	6/22/2026	12/31/2027	**$250,000**
1019-A1	Bayshore Brisbane Grade Seperation (BBGS) Funding and Advocacy Roadmap	**The purpose of this Amendment 1 is to authorize Optional Task 3- Update Previous Grant Application as listed in the original cost proposal dated October 28, 2025, for the amount of $40,242.22.**	Jacob's Engineering	**6/9/2026**	12/2/2025	**3/31/2027**	**$40,242.22**
						Total Amount This Period	**$939,384.09**

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Reappointment of Community Advisory Committee Members**

Action

The Community Advisory Committee (CAC) Appointment Ad-Hoc Committee unanimously recommends the Board of Directors (Board) of the San Mateo County Transportation Authority (SMCTA) consider reappointment of Giuliano Carlini and Sandra Lang.

Significance

The CAC Appointment Ad-Hoc Committee reviewed the applications of incumbent members Giuliano Carlini and Sandra Lang. Following interviews of both members, the Ad-Hoc Committee unanimously recommended both members for reappointment. Both members are in good standing and have consistently participated in and contributed to the work of the CAC.

Member Carlini is a Belmont resident and retired technology professional with a background in software engineering and programming. He brings a strong interest in transit and active transportation, emphasizing the use of performance measures when evaluating transportation investments.

Member Lang is a long-time Burlingame resident and retired insurance agent. She is an active member of the SamTrans Paratransit Coordinating Council, the Measure W Citizens Oversight Committee, and the Grand Boulevard Initiative Task Force.

The CAC currently has 11 active members, meeting the minimum established in the CAC Appointment Policy. A survey of current members indicates the CAC reflects a broad range of stakeholder perspectives and includes representation from all geographic areas of the County. Although two additional applications were received through the open application link on the SMCTA website, SMCTA did not conduct a formal recruitment. The Ad-Hoc Committee determined interviews of the two applicants were unnecessary as the CAC meets the minimum membership requirement and neither applicant reflected representation from the currently unrepresented stakeholder categories of youth and Safe Routes to School interests.

Budget Impact

There is no budget impact associated with this item.

Background

The CAC was created by original Measure A, adopted by the voters of San Mateo County in 1988 and requires the committee "reflect a broad spectrum of interests and geographic areas of the County." In February 2026, the Board adopted a CAC member appointment policy that outlines membership goals to ensure broad geographic and stakeholder representation, provides procedures for interviewing prospective candidates, and establishes rules for Board approval of members. Additionally, the draft policy sets the minimum size of the CAC at 11 members up to a maximum of 13.

Prepared By:	Peter Skinner	Chief Officer, Transportation Authority	650-622-7818

San Mateo County Transit District (SamTrans) Board Liaison Report
Meeting of July 8, 2026

Report from Closed Sessions at June 3, 2026 Board Meeting - There were no reportable actions.

SamTrans Board of Directors Received and Approved the Following Items

- Approval of Minutes of the Board of Directors Meeting of June 3, 2026
- Accept Annual Citizens' Oversight Committee Report on the Use of Measure W Tax Revenues for the Fiscal Year Ended June 30, 2025
- Reauthorizing Remote Meetings for the Citizens Advisory Committee and the Paratransit Advisory Council under Senate Bill 707
- Awarding a Contract to FBD Vanguard Construction, Inc. for Concrete Replacement at the Redwood City Transit Center for a Total Amount of $540,703
- Awarding a Contract to DSI Medical Services, Inc. to Provide Third Party Administration for Drug and Alcohol Testing Services for a Not-To-Exceed Amount of $281,453 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for a Not-To-Exceed Amount of $200,062, for an Aggregate Not-To-Exceed Amount of $481,515

Report of the Chair
Chair Chuang reported there was no report.

Report of the General Manager/CEO |July 1, 2026
April Chan, General Manager/CEO, provided a report which included the following:

- July 1 was the official date of SamTrans 50th anniversary, the District had Free Fare Day which attracted more than 38,500 riders, a 27 percent above pre-pandemic weekday ridership
- June 17 – District hosted the ribbon cutting ceremony for the new headquarters alongside with the Millbrae Chamber of Commerce, and on September 26, the District will have a community celebration for the District's 50th anniversary
- Update on the free K-12 school field trip pass program: we provided free rides to over 1,863 students and 401 chaperones on 45 field trips
- Clipper 2.0 update: Metropolitan Transportation Commission (MTC) and Cubic Corporation (Cubic) continue work on resolving software issues; fewer service disruptions
- At SF's June 28th Pride parade celebrations, the District participated; the SamTrans Pride-wrapped bus was featured, and we were joined by Caltrain and San Mateo County Transportation Authority (SMCTA).

District Headquarters and Leasing Update – Joshuah Mello, Chief, Planning and Development, provided the presentation that included the following information:

- Headquarters project under budget, with approximately $5.4 million remaining for "Day 3" work

- BayPass employee pilot program is in place through December 31; staff will return to Board of Directors (Board) with recommendations
- Market-ready office space available for lease; CBRE Group, Inc. Is marketing to private sector
- Retail space marketing and potential daycare center discussions will continue
- Staff will return to Board later in the year with financing plan, debt issuance, purchase notice timeline, building manager contract, and purchase agreement updates

Staff provided further clarification in response to the Board comments and questions regarding remaining punch list items, retail and office space leasing, Public Hearing Room improvements, and the upcoming financing presentation.

Community Relations Committee

Accessible Services Update – Tina Dubost, Manager, Accessible Transit Services, stated participating in Peninsula Jewish Community Center resource fair sharing information about mobility resource guide, and mobility resource center. Tina also reported that we are starting a one-seat paratransit pilot program with MTC and SFMTA; goal is to allow for “no transfer trips” to parts of San Francisco outside of paratransit service area.

Citizens Advisory Committee Update – David Rabinovich, Member of Citizens Advisory Committee (CAC), stated that the CAC discussed outreach opportunities, received a 50th anniversary presentation, unanimously approved a motion opposing the proposed SamTrans Board of Directors public comment time limit reduction at Board meetings, and unanimously approved against the renaming of the Citizens Advisory Committee and to request the SamTrans Board of Directors obtain Citizens Advisory Committee (CAC) input before making changes to the CAC.

Paratransit Advisory Council Update – Ms. Dubost stated that the Council discussed member recruitment and paratransit service improvements.

Monthly State of Service Report | May 2026 – Mr. Mello provided the presentation that included the following information:

- Ridership reporting paused due to Clipper transition data issues
- Youth Unlimited Pass usage decreased 9.9 percent
- 81.4 percent on-time performance (OTP)
- 0.02 percent did not operate (DNO)
- 39 service calls involved 22 District-operated vehicles and 17 contractor-operated ones; 22,193 miles between service calls
- 14 preventable accidents with 8 District and 6 contracted; 61,825 miles between preventable accidents

Staff provided further clarification in response to the Board comments and questions regarding the following:

- Inclusion of paratransit service data by city in future quarterly reports
- Safety reporting, accident evaluations, and implementation of drive cam technology
- Future updates on operator coaching and drive cam rollout progress

Finance Committee

Awarding a Cooperative Purchasing Contract to The Gordian Group, Inc. to Provide Job Order Contracting Program Management and Consulting Services for a Not-To-Exceed Amount of $2.5 Million for a Five-Year Term – Kevin Yin, Director, Contracts and Procurement, provided the presentation that included the following information:

- JOC program implementation under Senate Bill (SB) 272 for public works projects
- Streamlined procurement and delivery of small to mid-sized projects
- Contract value estimated at $2.5 million over five years

Staff provided further clarification in response to the Board comments and questions regarding the estimated contract value and pilot program timeline.

Awarding a Cooperative Purchasing Contract to Gillig, LLC, for the Purchase and Delivery of 25 Model Year 2027 40-Foot Gillig Battery Electric Buses, Including Optional Features Required for Compatibility and Integration with the District's Bus System, for a Total Not-To-Exceed Amount of $39,580,500, with an Option to Purchase and Deliver up to 37 Additional New Gillig Buses for an Estimated Not-To-Exceed Amount of $68,336,413, for an Aggregate Not-To-Exceed Amount of $107,916,913, and Authorizing Disposition of up to 25 Diesel Hybrid and Diesel Buses from Model Year 2013 – Mr. Yin and David Harbour, Director, Maintenance, provided the presentation that included the following information:

- Cooperative purchasing contract and procurement review
- Replacement of existing diesel hybrid buses with battery electric buses (BEB)
- Evaluation of future bus technology options and additional bus purchases
- Bus disposition and transition planning

Staff provided further clarification in response to the Board comments and questions regarding the following:

- Additional 37 BEBs timeline, battery technology, lifespan, future purchasing considerations, additional 37-bus option expiration timeline, BEB specifications, and performance expectations
- BEB range, charging infrastructure, and operational flexibility
- Contingency planning for charging disruptions and remote charging options
- Bus disposition process, fleet redundancy, and warranty coverage
- Fleet modernization and Gillig local manufacturing benefits
- Bus size, passenger capacity, and service needs

Legislative Committee

Receive Legislative Update and Recommend Support of Legislative Proposal: Senate Bill 741 (Blakespear) – Michaela Petrik, Government and Community Affairs Officer, provided the presentation that included the following information:

Federal

- House and Senate on recess until July 13
- Transit bills moving through committees
- Proposed Office of Management and Budget grant rule changes and potential impacts on federal funding; public comment period through July 13; final rule expected October 1
- Potential impacts to future grant opportunities and planning

State

- State Legislature on recess; reconvenes August 3
- State budget leaves Greenhouse Gas Reduction Fund (GGRF)-funded transit programs unresolved, including Transit and Intercity Rail Captain Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP)
- No funding included for the Zero Emission Transit Capital Program
- Connect Bay Area measure qualified for November 2026 ballot
- Assembly Constitutional Amendment (ACA) 22 updates local tax measure voting requirements; potential impact on future transit funding measures
- Governor's executive order to streamline transit project delivery
- SB 741 to streamline LCTOP administration and expand funding flexibility
- SB 830 updates Connect Bay Area ballot measure administration
- AB 1883 updates workplace surveillance restrictions and safety-related exceptions

Staff provided further clarification in response to the Board comments and questions regarding provisions to release federal interest in the Colma Park-and-Ride property; House floor timing remains uncertain.

Strategic Planning, Development, and Sustainability Committee

Transit-Oriented Development Feasibility Study and Development Opportunities for San Carlos Headquarters Site – Mr. Mello and Charla Gomez, Manager, Transit Oriented Development, provided the presentation that included the following information:

- San Carlos Inclusionary House and Surplus Land Act - affordable housing requirements and income levels
- Market study and feasibility analysis identifying 75 to 120 dwelling units per acre as a feasible density range
- Request for Proposals (RFP) development incorporating Board and Transit Oriented Development (TOD) Ad Hoc Committee feedback, development flexibility, housing options, and potential daycare center preference
- TOD development timeline and next steps

Staff provided further clarification in response to the Board comments and questions regarding the following:

- San Carlos location coordination, housing focus, and ground-floor retail requirements
- SB 79 analysis and its potential impact on the San Carlos project, density considerations, and project feasibility
- TOD affordable housing goals; collaboration with housing experts and community engagement opportunities
- Density increases, zoning considerations, and RFP flexibility for additional density

General Counsel Report
Amending the Rules of Procedure for the San Mateo County Transit District Board of Directors
Joan Cassman, General Counsel, provided the report that included updates to public comment, CAC name change, and board member participation on multiple agencies' Boards.

Staff provided further clarification in response to the Board comments and questions regarding revised agency representation language, CAC name change and consistency across agencies, and additional CAC feedback before returning to the Board for action.

General Counsel Report: Closed Sessions

- Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Jamilet Lira Calderon v. San Mateo County Transit District et. al., Superior Court of California, County of San Francisco, Case No. CGC-25-624886
- Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8:
  Property: 166 North Rollins Road, Millbrae, California
  Agency Negotiator: April Chan, Joan Cassman, Joshuah Mello
  Negotiating Parties: SFIII Millbrae, LLC; Swift Real Estate Partners
  Under Negotiation: Price and terms of payment
- Closed Session: Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4):
  Initiation of Litigation: One potential case regarding purchase of 166 North Rollins Road, Millbrae, California
- Closed Session Pursuant to Government Code Section 54957(b)(1): Public Employee Performance Evaluation
  Title: General Manager/Chief Executive Officer
- Closed Session Pursuant to Government Code Section 54957(b)(1): Public Employee Performance Evaluation
  Title: General Counsel

Ms. Cassman reported the Board discussed Item 19.b. Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Jamilet Lira Calderon v. San Mateo County Transit District et. al., and there was no reportable action, and for Items 19.c. and 19.d., both related to the new headquarters, the Board unanimously authorized General Counsel to file declaratory relief action, if necessary, against the landlord in order to clarify certain rights and responsibilities under lease purchase agreement.

Ms. Cassman announced the closed session Items 19.e. and 19.f., Public Employee Performance Evaluations, and stated any action taken will be reported at the next regular meeting.

Memorandum

Date: July 30, 2026

To: SMCTA Board of Directors

From: April Chan, Executive Director

Subject: Report of the Executive Director

Broadway Grade Separation Funding Update

In July 2023, the California State Transportation Agency (CalSTA) awarded $70 million in Transit and Intercity Rail Capital Program (TIRCP) funds to the Broadway Grade Separation Project (Broadway). However, in Fiscal Year 2025, the State rescinded $200 million in TIRCP grade separation program awards, including the $70 million for Broadway, due to a budget shortfall.

Since then, SMCTA staff and its state lobbying firm, The Politico Group, have worked with CalSTA to identify funding from other state transportation programs to support the project. With the adoption of the State's Fiscal Year 2027 budget, the original $70 million award has been restored using State Highway Account funds. SMCTA staff and The Politico Group will continue to work with CalSTA on when to obligate the re-established funding.

Daly City Westmoor Avenue and Westridge Avenue Intersections Quick Build Project Completion

In October 2025, the City of Daly City completed the Westmoor Avenue and Westridge Avenue Intersections Quick Build Project. This project was awarded $168,000 in Measure W funds from Cycle 1 of the Transportation Demand Management (TDM) Program in August 2022. The project installed striping to channelize vehicular traffic along Westmoor Avenue and Westridge Avenue near Skyline Boulevard as well as pavement markings and painted curb extensions at adjacent pedestrian crossings. The curb extensions restrict parking near intersection corners, improving visibility for pedestrians and drivers. Total Measure W expenditures were $168,000.

Burlingame/Millbrae Multi-Jurisdictional Bicycle Sharing Program Completion

In April 2026, the Cities of Burlingame and Millbrae completed their joint Multi-Jurisdictional Bicycle Sharing Program, which provided an alternative to driving while helping reduce vehicle miles traveled (VMT) and congestion. The project received $400,000 in Measure W funds through Cycle 1 of the Transportation Demand Management (TDM) Program in August 2022. The cities used the funding to provide discounted bike-share rides for residents, employees, and visitors. Over the course of the grant, users of the bike-share program took 46,515 trips covering 109,784 miles which reduced greenhouse gas emissions by an estimated 12,150 pounds of carbon dioxide. Total Measure W expenditures were $376,716, and the remaining funds will be returned to the TDM Program category.

United States (U.S.) 101 Paving Update

The California Department of Transportation (Caltrans) continues to repave all lanes of northbound and southbound U.S. 101 between Whipple Avenue and the Broadway interchange. The project also includes guardrail improvements, transportation management system enhancements, and drainage upgrades. With construction expected to continue through
Fall 2027, most work is occurring at night to minimize impacts to daily commutes, although daytime work will occur at various on- and off-ramps. Caltrans will continue to provide ongoing updates through traffic advisories, social media, and roadside electronic message signs. This $178 million project is funded by Caltrans through the State Highway Operation and Protection Program (SHOPP).

Hillsdale Boulevard Interchange Improvements Evaluation

In May, the City Councils for San Mateo and Foster City received presentations on potential improvements to the Hillsdale Boulevard interchange which is being evaluated as part of the U.S. 101/State Route 92 (S.R. 92) Direct Connector project. The proposed improvements respond to community concerns regarding unsafe weaving, congestion, and neighborhood impacts.

The concept would replace the existing northbound diagonal on ramp with a loop ramp, providing more merging distance for vehicles entering northbound U.S. 101 and exiting to S.R. 92. Removing the diagonal ramp would also improve conditions for people walking and biking westbound along Hillsdale Boulevard.

Additional improvements include dedicated eastbound right-turn and westbound left-turn lanes on Hillsdale Boulevard. Together, the proposed changes are intended to improve safety and traffic operations through the interchange. These improvements could be advanced as an initial phase of the U.S. 101/S.R. 92 Direct Connector or as a standalone project. No property acquisition would be required.

Staff will be at the Foster City Summer Days in Leo Ryan Park on August 15 and “Central Bark” in San Mateo’s Central Park on August 16 to provide additional information to the public. Additional community outreach will also be planned for later this year.

Cycle 8 Pedestrian/Bike Program and Cycle 4 TDM Call For Projects

SMCTA is releasing the 2026 Cycle 8 Pedestrian and Bicycle Program and the 2026 Cycle 4 TDM Calls for Projects (CFPs) on August 24, 2026.

The Cycle 8 Pedestrian/Bike Program will provide approximately $24 million for projects that encourage and improve bicycling and walking conditions. Funding can be used for programs and planning or infrastructure project development and construction. Similarly, with approximately $3 million in TDM funds available, the program can fund strategies to encourage the use of sustainable transportation options and enhance mobility across San Mateo County.

A virtual workshop for project sponsors will be held at 10:00 am on Monday, August 31, to communicate the guidelines and schedule, as well as to share details about SMCTA's new grant application portal. Applications for both programs will be due on October 30, 2026. Staff anticipates a draft program of projects will be presented to the SMCTA Board of Directors in December 2026 with the programming and allocation of funds to be considered in January 2027. All materials and a link to the workshop will be available on the SMCTA's website here: https://www.smcta.com/whats-happening/call-projects.

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **Peninsula Shuttle Program Optimization and Funding Strategy Update**

Action

No action is required. This item is being presented to the Board of Directors (Board) as information.

Significance

The San Mateo County Transportation Authority (SMCTA), in partnership with City/County Association of Governments of San Mateo County (C/CAG), Commute.org, and San Mateo County Transit District (SamTrans), is advancing the Peninsula Shuttle Program Optimization and Funding Strategy (Strategy). The Strategy is intended to develop a sustainable funding and service framework for Fiscal Years 2028 through 2033 to align with next seven-year SamTrans long term shuttle operations contract.

The Strategy is being developed in coordination with both a Technical Working Group comprised of program partners, and a Stakeholder Working Group, comprised of one technical representative and one executive representative from each jurisdiction in San Mateo County. Participation by local jurisdictions and the applicable representatives have been required to receive future Measure A Shuttle Program funding as part of this effort. Workshops with both groups were designed to ensure continuous engagement, transparency, and consensus-building throughout the process.

Since the Board's March 2026 update, the project team has completed the program needs assessment, financial assessment/future funding scenarios, and the route nomination process with local jurisdictions and commute.org. SMCTA has also offered targeted shuttle technical assistance for up to three jurisdictions to analyze local mobility gaps and develop new shuttle routes. San Mateo County, Daly City, and Millbrae expressed interest in technical assistance, and worked with the project team to conduct a local assessment of demographics, land use, and key trip generators with the goal of selecting one preferred route to propose as part of the route nomination process for the Shuttle Strategy.

At this August 2026 meeting, SMCTA staff is now seeking Board input on the route evaluation criteria presented on the next page and in the accompanying presentation.

Goal	Weight
Local Mobility Options	25%
Regional Transit Connections	25%
Ridership	15%
Equitable Access	20%
Transportation Network Coverage	15%

Staff anticipates returning to the Board in September with final shuttle program recommendations for discussion and direction.

Budget Impact

There is no budget impact associated with this item.

Background

The Peninsula Shuttle Program provides first- and last-mile connections between Caltrain stations, jobs, and key destinations throughout San Mateo County. The shuttles link to a diverse range of destinations including regional transit stations, essential services, educational institutions, healthcare facilities, business districts, industrial areas, residential communities, and recreational spaces across multiple cities and neighborhoods.

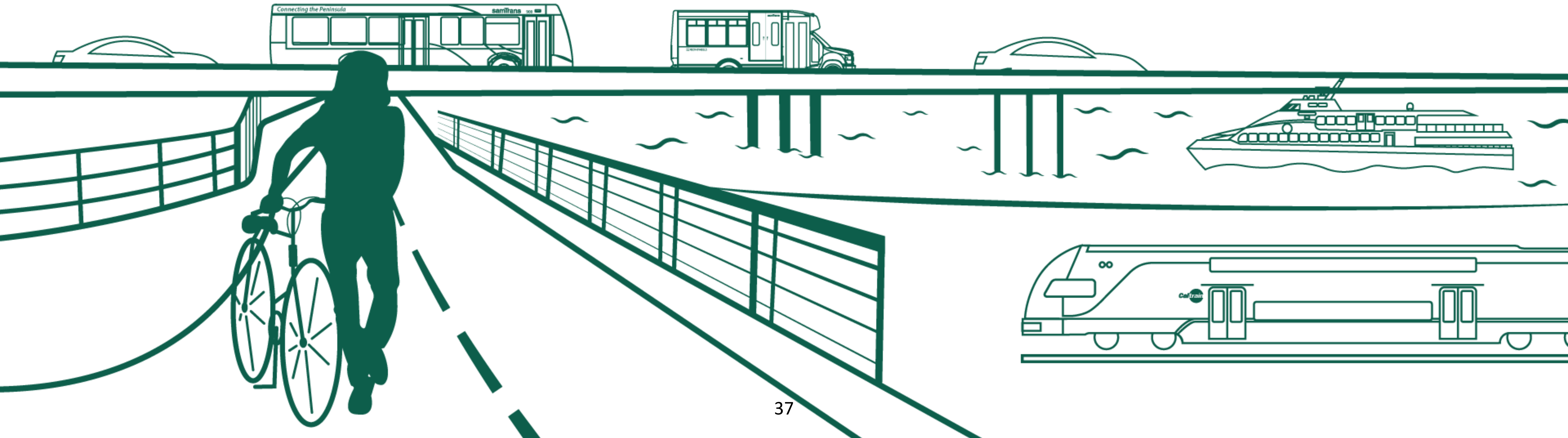
The program is primarily funded by the San Mateo County Transportation Authority's Measure A tax funds (four percent of Measure A funds, approximately $4-5 million annually), with supplemental funding from the C/CAG's Congestion Relief Program. There are required local match contributions from participating cities, agencies, or business consortiums. The Peninsula Shuttle Program is administered by Commute.org, SamTrans and local jurisdictions.

Prepared By:	Sue-Ellen Atkinson, AICP	Manager, Planning and Fund Management	650-508-6211

SMCTA

Peninsula Shuttle Program Optimization & Funding Strategy - Update

Board of Directors – August 6, 2026



Agenda

- Background and Purpose
- Financial Assessment
- Program Needs
- Shuttle Route Nomination Process
- Next Steps

Background

Background and Purpose

Study Context

- Current Challenges – Post-Covid ridership decline, funding uncertainty, & operations contract increase

Study Purpose

- Develop common understanding of shuttle services & performance
- Engage stakeholders across all study elements
- Develop service & funding strategy for the next 7 years of service

Study Outcomes

- Funding decisions to support the next seven years of the program

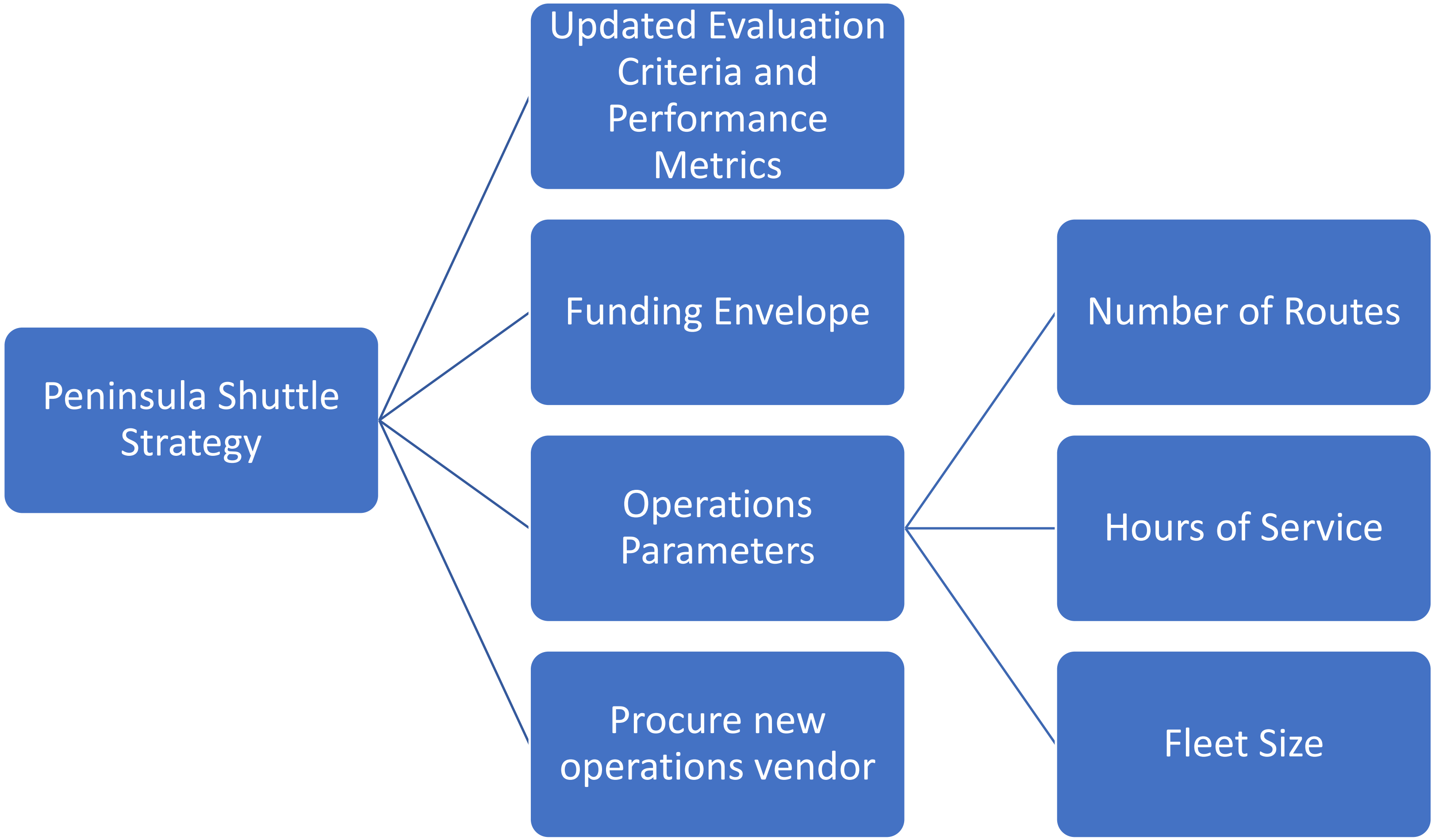
Current Program Structure

Funding	SMCTA C/CAG Local match (cities and employers)
Shuttle Sponsors	Commute.org Cities
Operations	SamTrans Other operations vendors

Program Challenges

- Shuttle operating costs are set to drastically increase
- SMCTA and C/CAG funding is currently fixed
- SamTrans master shuttle contract requires a multiyear commitment
- SMCTA and other funding partners cannot fill the funding deficit to maintain current shuttle service in future years

Strategy Outcomes



Prior Board Update

- **Program Vision:** Developed with stakeholder consensus to reflect shared values
- **Program Goals:** Stakeholders provided feedback and ranked goals
- **Policies:** Created policies to guide program implementation, and received feedback
- **Technical Assistance:** Helped Daly City, County of San Mateo, and Millbrae in developing proposed routes
- **Create evaluation framework:** Used goals to develop evaluation criteria to support route assessment.

Stakeholder Input to Strategy

Working Group

- Purpose: Preview materials for Workshop
- Attendees: SMCTA, C/CAG, Commute.org, SamTrans
- Meeting frequency: At four key milestones in the strategy

Stakeholder Workshops

- Purpose: Review findings and building consensus
- Attendees: Technical and executive representatives from each city/agency
- Meeting frequency: At four key milestones during strategy development process

Financial Assessment

Program Financial Outlook

Dramatically Increased Operating Costs

- FY 2024/2025: $8.7M to fund 25 shuttles
- FY 2026/2027: $14.4M to fund 23 shuttles
- Cost Factors
  - Fuel
  - Labor
  - Maintenance

Available Program Funding is Fixed

- 4% of Measure A funding (~$4.5 million per year)
- Fixed funding from CCAG ($500K per year)

Terms of shuttle funding and operations contracts misaligned

- Current sponsor funding commitment is every 2 years
- SamTrans operations contract is longer than 2 years

Funding Scenarios

Local Match Amount	Potential Routes Funded
0% Match Funding	11 - 12 Routes
10% Match Funding	12 - 14 Routes
25% Match Funding	15 - 17 Routes

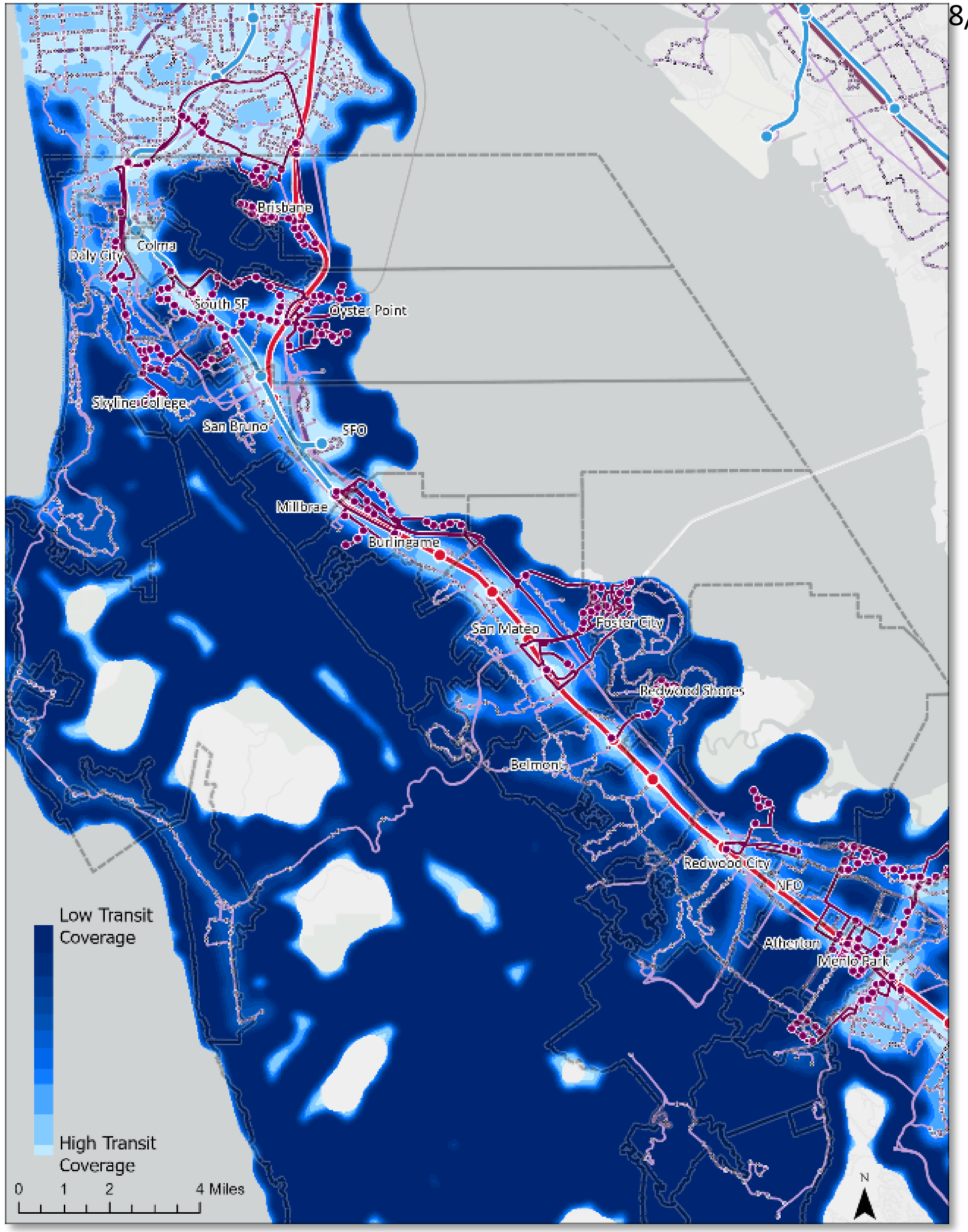
Program Needs

Program Needs Analysis

- Identifies areas with highest need for shuttle service
- Analysis
  - Transit Gaps
  - Demographics
  - Travel Patterns
- Information provided to shuttle sponsors to potentially update routes
- Utilized to evaluate proposed shuttle routes based on how well they serve transportation needs

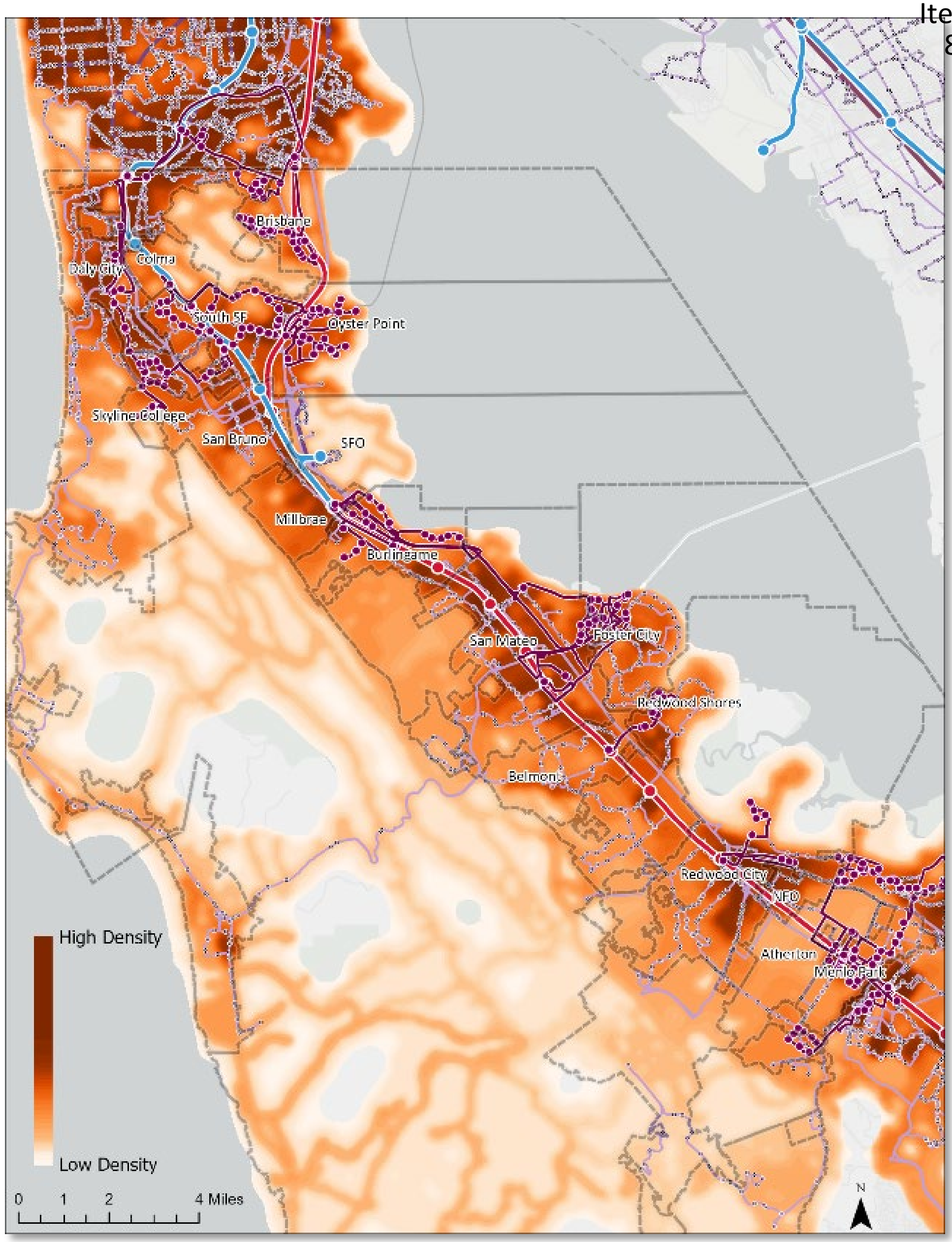
Gaps in Transit Service

- Evaluated span and frequency of existing Countywide transit service
- Robust transit service parallel to US 101



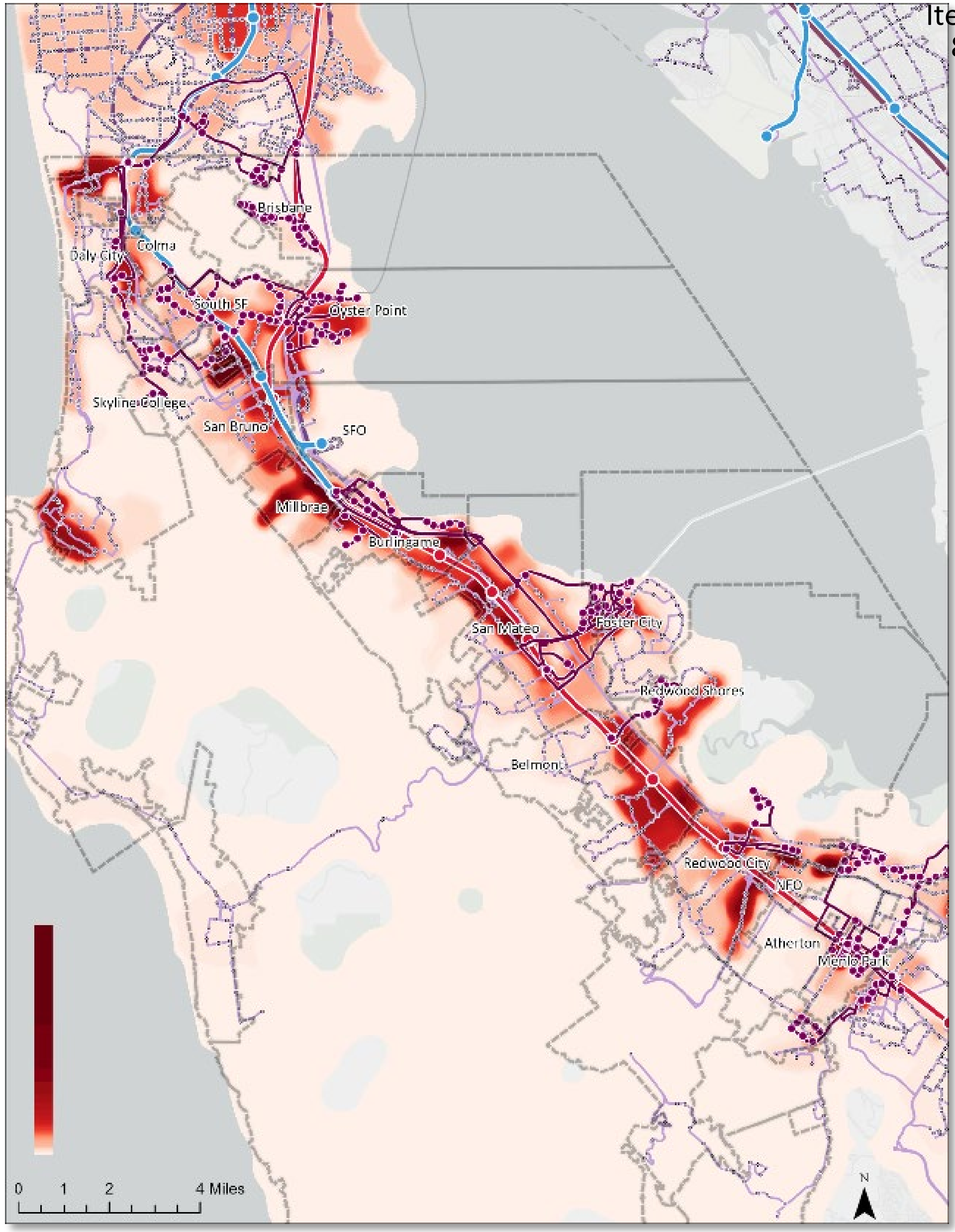
Demographics

- Assessed population and employment density
- Identifies areas where there is likely to be transit use



Travel Pattern Analysis

- Considered how people are traveling around the County
- Evaluated origins and destinations to identify key locations



Route Nomination Process

Nomination Process

Route Nomination Goals

- Understand the full universe of shuttle services requested
- Provides data for this and other efforts

Streamlined Application

- Route Operations
- Alignment with Program Goals
  - Narrative
  - Quantitative Analysis

What's not included

- Costs
- Local match calculations
- Marketing plan/materials

Evaluation Criteria Recommendation

Goal	Weight	Quantitative Evaluation Metric
Local Mobility Options Improve local mobility options for residents and support first/last mile connections to key community destinations	**25%**	Number of residents connected to key destinations
Regional Transit Connections Improve regional mobility options for commuters by supporting first/last mile connections between employment centers and regional transit hubs	**25%**	Number of jobs served by shuttle route
Ridership Operate cost-effective service with sustained ridership that aligns with demand and funding	**15%**	• Cost-Efficiency (for existing shuttle routes) • Transit Propensity Index / estimated boardings (for proposed routes)
Equitable Access Provide mobility services to advance equity and reduce access barriers for transit-reliant populations	**20%**	Total population served within equity priority areas
Transportation Network Coverage Provide mobility service to fill operational gaps in the regional transportation network	**15%**	Shuttle population capture not served by conventional transit

Today’s Board Feedback

- Do you agree with the recommended evaluation criteria?

September Board Meeting Lookahead

- Route scoring and funding scenarios
- Performance metrics
- Board Direction
    - Local match amount
    - Funding structure
    - Vehicle procurement approach

Schedule

- August 2026
  Board Update (Informational)
- September 2026
  Board Direction
- Fall 2026
  SamTrans releases RFP for shuttle operations
- Winter 2026-2027
  Select vendor and determine operating rate
- Late Winter 2027
  Revise funding scenario with selected operating rate and SMCTA Board directed local match (if applicable)
- Late Winter 2027
  Meet with shuttle sponsors to confirm funding availability and readiness
- Spring 2027
  Bring draft shuttle program to Board for comment
- Spring 2027
  Bring final shuttle program to Board to program funds

Thank you!

Contact

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Peter Skinner, Chief Officer, Transportation Authority

Subject: **101 Corridor Connect Mini-Grant Program Update**

Action

No action is required. This item is being presented to the Board of Directors (Board) as information.

Significance

The 101 Corridor Connect Program was launched in 2023 with four different prioritization and community engagements efforts including the North, Mid, and South County Multimodal Strategies and the Active 101 Plan. All four efforts were adopted by the San Mateo County Transportation Authority (SMCTA) Board by Spring 2026. Many of the multimodal safety and congestion relief projects that were prioritized have not yet been initiated by local jurisdictions and need further support to be eligible for SMCTA's funding programs.

To help "jumpstart" project development, the SMCTA Board directed staff in March 2026 to launch a new Mini-Grant Program. Released in June 2026, the program offers $4 million in funding for planning, community engagement, and conceptual design work to advance 101 Corridor Connect priority projects. Individual projects may receive up to $750,000, with multi-jurisdictional projects eligible for up to $1 million. No matching funds are required for the mini-grants, and each agency is limited to up to one individual project and one multijurisdictional project submission. For projects selected for funding, SMCTA requires the project sponsor to host a walking tour of the project corridor with City staff and one or two City Council members.

The mini grant program was released on June 3, 2026, and applications were due on July 15. A total of 13 applications were received. All but one of the proposals submitted are eligible for funding as the City of Brisbane's proposed scope of work is beyond initial concept design and community engagement activities. City of Brisbane staff have been encouraged to apply to the upcoming pedestrian and bicycle program for funding. Additionally, SMCTA received a joint application from San Mateo County and Atherton for improvements along Marsh Road, as well as a separate Marsh Road application from Menlo Park. Recognizing the opportunity for a coordinated, multijurisdictional approach, SMCTA staff worked with all three agencies to combine the proposals into a single $1 million project.

Staff evaluated the projects based on several factors, including if the project was a priority in more than one SMCTA adopted plan, benefit to a state-designated disadvantaged community to align with regional and state funding opportunities, and if the project is a multijurisdictional effort. Based on the evaluation of the proposed projects, staff requests the SMCTA Board consider the two funding options summarized below.

- **Option 1:** This option includes awarding $3.95 million for five projects. Four of the projects benefit a designated disadvantaged community, two are multijurisdictional efforts, and three are priority projects in both the adopted Multimodal Strategy plan for their area and the Active 101 plan.

- **Option 2 (Staff Preferred Option):** SMCTA has additional unallocated New Measure A Interest Income funds to provide awards for the remaining six projects, including the newly combined Marsh Road effort with San Mateo County, Atherton, and Menlo Park. This option would provide an additional $4.3 million for a total of $8.3 million.

Both options include funds for SMCTA staff time to provide requested technical assistance.

If the SMCTA Board provides direction to fund additional projects, staff would bring a resolution for approval at the September 2026 Board meeting.

SMCTA staff will provide a presentation on the mini-grant program, along with an overview of projects submitted. Exhibit A to this report includes the list of the 101 Corridor Connect Mini-Grant Program Recommendations.

Budget Impact
Per SMCTA Board Resolution No. 2026-09, $4 million in New Measure Interest Income funds were programmed and allocated for this effort.

Background
SMCTA and partners across the county envision the United States (U.S.) 101 as an interconnected corridor that serves all travelers in San Mateo County, regardless of how they choose to travel. To meet this vision, SMCTA established the 101 Corridor Connect Program to identify, prioritize, and assist partner agencies with moving projects forward that work to reduce congestion across the county beyond relying only on freeway mainline improvements.

The Program builds on the California Department of Transportation's (Caltrans) U.S. 101 South Comprehensive Multimodal Corridor Plan (CMCP), which takes a holistic look at congestion, and multimodal travel while reducing emissions. The CMCP outlines goals and identifies a wide range of potential projects in San Francisco, San Mateo, and Santa Clara Counties along the U.S. 101 Corridor, but it does not set priorities for implementation. The 101 Corridor Connect Program was initiated to fill this gap in prioritizing projects for implementation. The Program's effort to identify and prioritize projects within San Mateo County will help to maximize eligibility for state-level funding opportunities and help to identify and prioritize projects that are supported by local communities through extensive engagement. The 101 Corridor Connect Program is focused on four primary goals: safety, connectivity, sustainability, and inclusivity. All initiatives under the Program are based on these same goals.

The North, Mid, and South County Multimodal Strategies and Active 101 Plan, are now approved local CMCPs, making all listed projects eligible for the Senate Bill 1 Solutions for Congested Corridors Program funding.

Prepared By:	Sue-Ellen Atkinson, AICP	Manager, Planning and Fund Management	650-508-6211

Exhibit A. 2026 101 Corridor Connect Mini-Grant Program Draft Recommendations

Sponsor Agency	Project Name	Requested Amount	SMCTA Technical Assistance	Multijurisdictional Effort	Multimodal Strategy Priority Project	Active 101 Priority Project	Benefits SB535 Community	Prior Work Completed	SMCTA Funding Recommendation Option 1	SMCTA Funding Recommendation Option 2
Belmont	Old County Road Complete Streets[1]	$600,000			X					$500,000
Brisbane	Geneva Avenue/Bayshore Boulevard Intersection to US 101 Candlestick Point Interchange[2]	$750,000			X			X		$0
East Palo Alto	Active 101 East Bayshore Road Project	$500,000				X	X		$500,000	$500,000
Millbrae	Millbrae Avenue Bikeway Improvements[3]	$750,000	$100,000		X	X				$850,000
Redwood City, San Mateo County	Active 101 Bay Road Complete Streets Improvements	$750,000	$100,000	X		X	X		$850,000	$850,000
Redwood City	Maple Street Bicycle Improvements	$500,000			X		X			$500,000
San Bruno	SFO Bay Trail Gap Closure - Segment 1 (North/South Railroad Trail) and Segment 2 (San Bruno Avenue)	$750,000	$100,000		X	X	X		$850,000	$850,000
San Carlos	Old County Road Complete Streets[1]	$750,000			X					$500,000
San Mateo	Hillsdale /US 101 Separated Overcrossing Feasibility Assessment	$750,000	$100,000		X					$850,000
San Mateo, Foster City	Hillsdale Boulevard Complete Streets Corridor Plan	$1,000,000	$100,000	X	X	X			$1,100,000	$1,100,000
San Mateo County, Atherton, Menlo Park	Marsh Road Complete Streets and Interchange Improvements[4]	$1,000,000	$150,000	X	X					$1,150,000
South San Francisco	Oyster Point/Gateway Blvd. Improvements	$650,000			X	X	X		$650,000	$650,000
								Totals	$3,950,000	$8,300,000

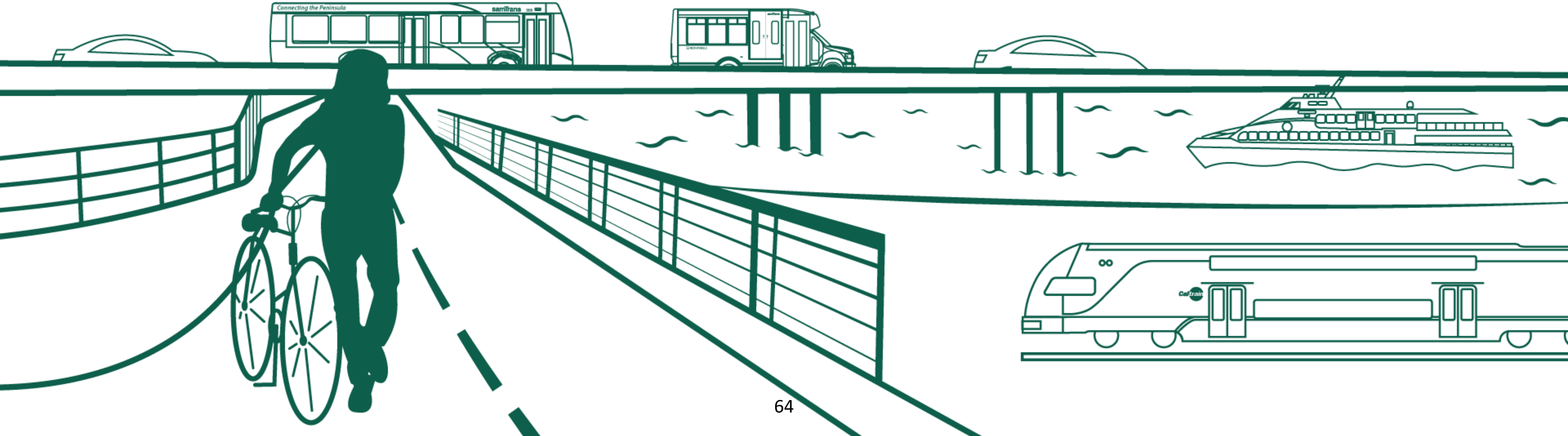
SMCTA Staff Notes and Proposed Conditions on Awards:

1. Old County Road is a single approved project in the Mid County Multimodal Strategy. SMCTA staff recommends providing up to $1 million in total funding for the corridor, reducing the recommended awards for both Belmont and San Carlos.
2. The City of Brisbane's proposed scope of work is beyond initial concept design and community engagement activities, and is not recommended for funding under this program.
3. Initial application did not request SMCTA technical assistance. Following discussion with staff, SMCTA staff recommends providing technical assistance funding to coordinate effort with larger SFO Bay Trail Gap Closure effort.
4. This project combines two applications from San Mateo County/Atherton and Menlo Park into one coordinated multijurisdictional effort with requested SMCTA technical assistance.

SMCTA

101 Corridor Connect Mini-Grant Program

Board of Directors – August 6, 2026



Agenda

- Background
- Application Process
- Applications Received
- Next Steps

Background

- 101 Corridor Connect planning efforts adopted
- SMCTA Board approved $4 million for mini-grant program
  - Initial funds for project planning
  - Provide technical assistance to agencies
  - Promote multijurisdictional efforts for large corridor projects
  - Kickstart efforts to move projects from lines on a map to reality

101 Corridor Connect Mini-Grants

Funding for priority projects	Multimodal corridor study Conceptual design alternatives Community engagement
Available Funding	$750,000 per project Up to $1M for multi-jurisdictional projects No local match required
Streamlined Application	Letter of Interest including confirmation of staff availability or technical assistance request Site Walk (if selected, must include at least one City Council member)

101 Corridor Connect Mini-Grants

April – July 2026
101 Corridor Connect Program Updates to Councils and Commissions

June 2026
CFP released

July 2026
Applications due

August 2026
Funding Decisions

Project Proposals

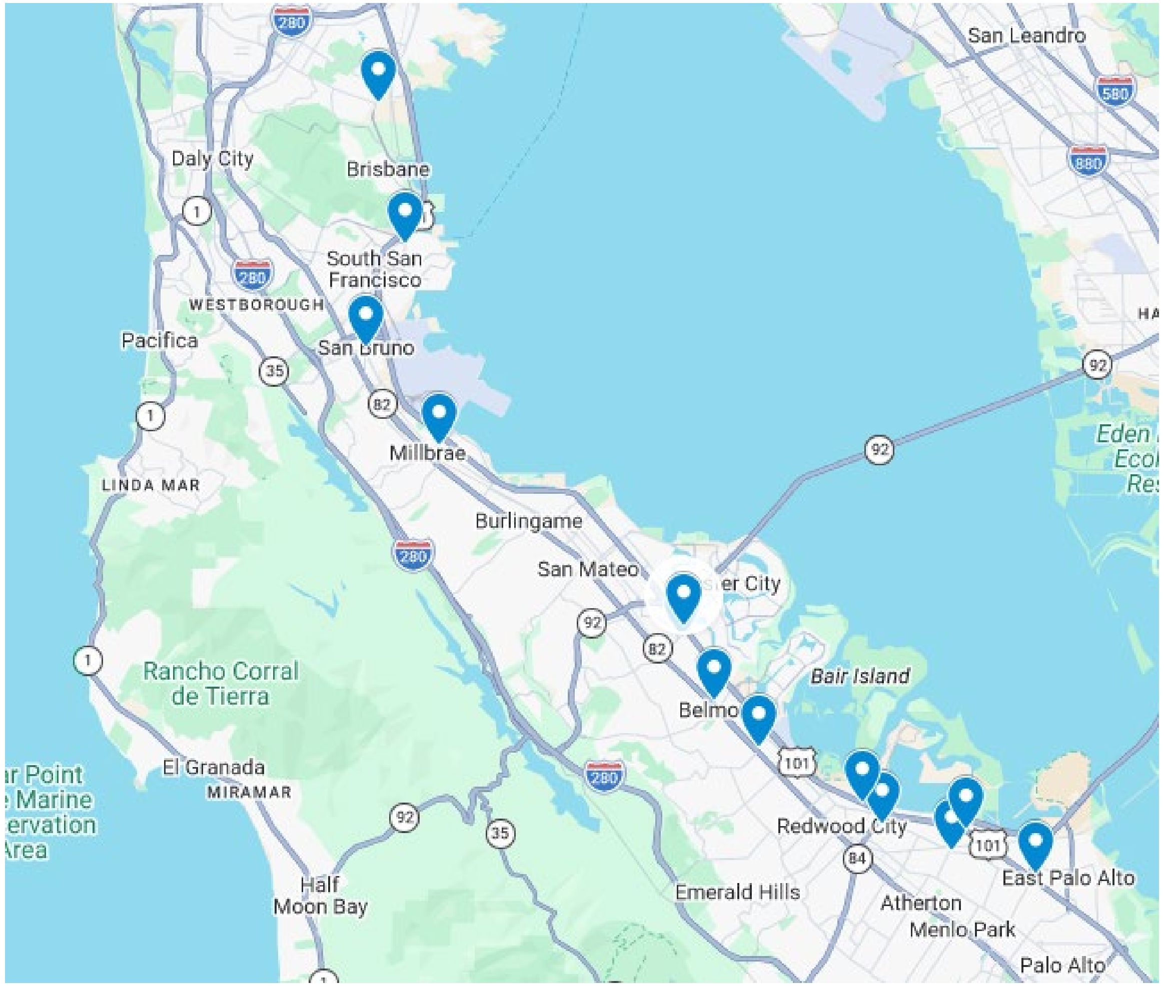
- 13 applications submitted by 13 sponsors
  - $8.65 million requested, plus $650,000 in SMCTA Technical Assistance
  - 1 project ineligible
    - scope of work beyond the mini grant program (Brisbane)
- 3 multi-jurisdictional projects

Advancing 101 Corridor Connect Goals

- **11 projects requesting concept design funding**
- **5 projects are priorities in both Multimodal Strategy and Active 101**
- **5 projects benefit SB 535 Disadvantaged Communities**

Project Proposals

- Evaluation Considerations
  - Multijurisdictional Project
  - Multimodal Strategy Priority
  - Active 101 Priority
  - Benefits SB 535 Community



Draft Funding Recommendations
Option 1

- Consistent with approved funding
  - Utilize approved amount to fund projects and technical assistance
- Total: $4 million

Projects Funded

- Redwood City/San Mateo County
  - Bay Road Complete Streets
- San Bruno
  - SFO Bay Trail Gap Closure Project
- San Mateo/Foster City
  - Hillsdale Boulevard Complete Streets Corridor Plan
- South San Francisco
  - Oyster Point/Gateway Blvd. Improvements
- East Palo Alto
  - East Bayshore Road

Draft Funding Recommendation

Option 2 – Staff Recommendation

- Incorporate Option 1 recommendations
- Utilize additional interest income funds for additional 6 projects and technical assistance
  - Requires $4.35 million in additional funding
- Total: $8.35 million

Additional Projects Funded

- **San Mateo County/Atherton/Menlo Park**
  - Marsh Road Complete Streets and Interchange Improvements
- **Redwood City**
  - Maple Street Bicycle Improvements
- **Millbrae**
  - Millbrae Avenue Bikeway Improvements
- **Belmont**
  - Old County Road Complete Streets
- **San Mateo**
  - Hillsdale/US 101 Separated Overcrossing Feasibility Assessment
- **San Carlos**
  - Old County Road Complete Streets

Next Steps

- Incorporate Board direction and bring funding recommendation to the September meeting
- Notify project sponsors of funding decisions
- Require projects to qualitatively evaluate alternative design options using 101 Corridor Connect Goals
- Work with project sponsors to plan and attend site walks

Thank you!

Contact

Sue-Ellen Atkinson

Manager, Planning and Fund Management

atkinsons@samtrans.com

San Mateo County Transportation Authority
Staff Report

To: Board of Directors

Through: April Chan, Executive Director

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

Subject: **Accept Quarterly Investment Report**

Action
Staff recommend the Board of Directors (Board) accept and enter into the record the Quarterly Investment Report (QIR) as of June 30, 2026.

Significance
The San Mateo County Transportation Authority (SMCTA) 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 on investments as of June 30, 2026, 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, 2026.
- 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
SMCTA's $972.9 million investment portfolio is divided into two portions:

- $303.9 million Managed Portion: Measure A and Measure W funds (Exhibit 1) managed by Public Trust Advisors LLC (PTA).

- $669 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.

Interest earnings for the fourth quarter of Fiscal Year 2026 totaled $9.1 million:

- $2.5 million in interest earnings on the PTA managed portfolio.

- $6.6 million in interest earnings on the liquid portion.

Discussion (Market Conditions)
Federal Reserve and Monetary Policy

- Current 2026 Outlook: The Quarter 4 (Q4) 2026 SMCTA update reflects a decisive Monetary policy under new Chair Kevin Warsh. At his inaugural Federal Open Market Committee (FOMC) meeting, the Federal Reserve maintained the federal funds rate but emphasized a stronger commitment to restoring price stability.

- The June 2026 dot plot shifted materially, with the median participant now projecting one 25 basis points (bps) rate hike by year-end (compared with expectations for cuts earlier in the year). Markets have repriced accordingly, with Federal Funds futures moving higher and implying rates near four percent through much of 2027, signaling that policy easing is no longer expected in 2026.

Market and Economic Indicators

- Treasury yields increased across the curve during the fourth quarter as persistent inflation and expectations of a more restrictive Federal Reserve policy pushed interest rates higher.

- Real Gross Domestic Product (GDP) growth was revised upward to 2.1 percent, although consumer spending slowed, indicating moderate economic activity.

- Inflation remained elevated, driven primarily by higher energy prices, while consumer sentiment improved modestly as gasoline prices eased.

Labor Market and Consumer Spending

- Labor market conditions moderated during the quarter, with payroll growth slowing and unemployment remaining relatively stable at 4.2 percent, reflecting a gradual cooling in employment rather than a significant economic downturn.

- Consumer spending softened as elevated prices and borrowing costs continued to pressure household budgets. While higher-income households remained relatively resilient, lower-income and interest rate-sensitive consumers continued to face affordability challenges.

Investment Strategy and Asset Allocation

- The investment portfolio maintained a neutral duration strategy during the quarter, balancing attractive short-term reinvestment opportunities with reduced exposure to longer-term interest rate volatility.

- Portfolio allocations continued to emphasize high-quality, liquid investments, including United States (U.S.) Treasuries and highly rated asset-backed securities, while maintaining a disciplined approach to credit risk amid elevated economic uncertainty.

Portfolio Compliance

The fourth quarter of 2026 was characterized by a higher-for-longer interest rate environment as persistent inflation and evolving Federal Reserve policy reduced expectations for monetary easing. While economic growth remained positive, supported by business investment, consumer demand and labor market conditions continued to moderate. In response to these market conditions, the investment portfolio remained in compliance with the Investment Policy and was conservatively positioned, emphasizing neutral duration, high-quality fixed-income securities, and sufficient liquidity to preserve principal and generate stable investment income.

Prepared By: Nazeea Rahman Principal Financial Analyst 650-508-7981

Investment Glossary

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

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

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

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

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

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

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

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

Roll-down return works two ways in respect to bonds. The direction depends on 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, 2026

CASH	Description	PAR	Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
CCYUSD	Receivable	4,265.08	06/30/2026	4,265.08	0.00	4,265.08	4,265.08
CCYUSD	Receivable	2,829.21	06/30/2026	2,829.21	0.00	2,829.21	2,829.21
CCYUSD	Cash/Checking Account	98,723,609.86	06/30/2026	98,723,609.86	98,723,609.86	98,723,609.86	98,723,609.86
CCYUSD	CAMP	280,132,340.62	06/30/2026	280,132,340.62	280,132,340.62	280,132,340.62	280,132,340.62
CCYUSD	LAIF	5,904,714.12	06/30/2026	5,904,714.12	5,904,714.12	5,904,714.12	5,904,714.12
CCYUSD	County Pool**	284,202,511.43	06/30/2026	284,202,511.43	284,202,511.43	284,202,511.43	284,202,511.43
		668,970,270.32		**668,970,270.32**	**668,963,176.03**	**668,970,270.32**	**668,970,270.32**

CORP	Description	PAR	Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
02079KBJ5	ALPHABET INC	1,170,000.00	02/15/2029	1,165,752.90	1,167,605.40	1,151,010.90	1,167,605.40
02079KBJ5	ALPHABET INC	810,000.00	02/15/2029	807,059.70	808,342.20	796,853.70	808,342.20
023135CT1	AMAZON.COM INC	1,105,000.00	11/20/2030	1,103,817.65	1,091,153.74	1,085,994.00	1,091,153.74
023135CT1	AMAZON.COM INC	765,000.00	11/20/2030	764,181.45	755,414.13	751,842.00	755,414.13
023135DC7	AMAZON.COM INC	1,535,000.00	03/13/2029	1,534,831.15	1,537,010.85	1,518,590.85	1,537,010.85
023135DC7	AMAZON.COM INC	1,060,000.00	03/13/2029	1,059,883.40	1,061,388.60	1,048,668.60	1,061,388.60
14913UAL4	CATERPILLAR FINANCIAL SERVICES (	360,000.00	05/14/2027	359,604.00	364,859.20	362,509.20	364,859.20
14913UBD1	CATERPILLAR FINANCIAL SERVICES (	750,000.00	11/14/2028	749,602.50	746,532.71	742,665.00	746,532.71
14913UBD1	CATERPILLAR FINANCIAL SERVICES (	1,090,000.00	11/14/2028	1,089,422.30	1,084,960.87	1,079,339.80	1,084,960.87
14913V2D9	CATERPILLAR FINANCIAL SERVICES (	710,000.00	05/15/2031	709,027.30	710,724.20	706,641.70	710,724.20
14913V2D9	CATERPILLAR FINANCIAL SERVICES (	305,000.00	05/15/2031	304,582.15	305,311.10	303,557.35	305,311.10
24422EXZ7	JOHN DEERE CAPITAL CORP	2,500,000.00	01/07/2028	2,499,250.00	2,570,037.50	2,513,850.00	2,570,037.50
24422EXZ7	JOHN DEERE CAPITAL CORP	1,730,000.00	01/07/2028	1,729,481.00	1,778,465.95	1,739,584.20	1,778,465.95
532457CJ5	ELI LILLY AND CO	2,650,000.00	02/09/2027	2,648,595.50	2,701,118.50	2,654,081.00	2,701,118.50
532457CJ5	ELI LILLY AND CO	795,000.00	02/09/2027	794,578.65	810,335.55	796,224.30	810,335.55
532457DL9	ELI LILLY AND CO	1,785,000.00	05/20/2031	1,783,090.05	1,780,149.51	1,771,255.50	1,780,149.51
58933YCK9	MERCK & CO INC	975,000.00	05/22/2031	974,395.50	981,510.56	976,599.00	981,510.56
58933YCK9	MERCK & CO INC	675,000.00	05/22/2031	674,581.50	679,507.31	676,107.00	679,507.31
592179KR5	METROPOLITAN LIFE GLOBAL FUNDI	1,100,000.00	08/25/2028	1,099,912.00	1,107,364.50	1,091,387.00	1,107,364.50
592179KR5	METROPOLITAN LIFE GLOBAL FUNDI	865,000.00	08/25/2028	864,930.80	870,791.18	858,227.05	870,791.18
67066GAR5	NVIDIA CORP	1,225,000.00	06/15/2031	1,222,672.50	1,222,654.13	1,220,663.50	1,222,654.13
67066GAR5	NVIDIA CORP	850,000.00	06/15/2031	848,385.00	848,372.25	846,991.00	848,372.25
69371RT55	PACCAR FINANCIAL CORP	650,000.00	11/25/2026	649,447.50	653,939.00	651,014.00	653,939.00
69371RT55	PACCAR FINANCIAL CORP	450,000.00	11/25/2026	449,617.50	452,727.00	450,702.00	452,727.00
69371RT63	PACCAR FINANCIAL CORP	910,000.00	03/03/2028	909,444.90	926,665.64	913,094.00	926,665.64
69371RT63	PACCAR FINANCIAL CORP	630,000.00	03/03/2028	629,615.70	641,537.75	632,142.00	641,537.75
69371RU53	PACCAR FINANCIAL CORP	600,000.00	06/18/2029	599,250.00	599,149.67	598,218.00	599,149.67
69371RU53	PACCAR FINANCIAL CORP	425,000.00	06/18/2029	424,468.75	424,397.68	423,737.75	424,397.68
713448FW3	PEPSICO INC	980,000.00	11/10/2026	979,735.40	990,035.61	982,920.40	990,035.61
713448FW3	PEPSICO INC	295,000.00	11/10/2026	294,920.35	298,020.92	295,879.10	298,020.92
74153WCU1	PRICOA GLOBAL FUNDING I	435,000.00	08/27/2027	434,904.30	441,792.77	435,200.10	441,792.77
74153WCU1	PRICOA GLOBAL FUNDING I	300,000.00	08/27/2027	299,934.00	304,684.67	300,138.00	304,684.67
89236TPQ2	TOYOTA MOTOR CREDIT CORP	1,570,000.00	03/13/2029	1,569,434.80	1,571,114.70	1,552,039.20	1,571,114.70
89236TPQ2	TOYOTA MOTOR CREDIT CORP	910,000.00	03/13/2029	909,672.40	910,646.10	899,589.60	910,646.10
89236TQB4	TOYOTA MOTOR CREDIT CORP	2,005,000.00	05/14/2031	2,000,929.85	2,000,308.86	1,988,398.60	2,000,308.86
89236TQB4	TOYOTA MOTOR CREDIT CORP	1,230,000.00	05/14/2031	1,227,503.10	1,227,122.14	1,219,815.60	1,227,122.14
		36,200,000.00		**36,166,515.55**	**36,425,752.42**	**36,035,531.00**	**36,425,752.42**

** County Pool reflects the May 2026 balances, as the June 2026 figures have not yet been finalized. The anticipated June 2026 balances are expected to be available between mid July and the end of July.

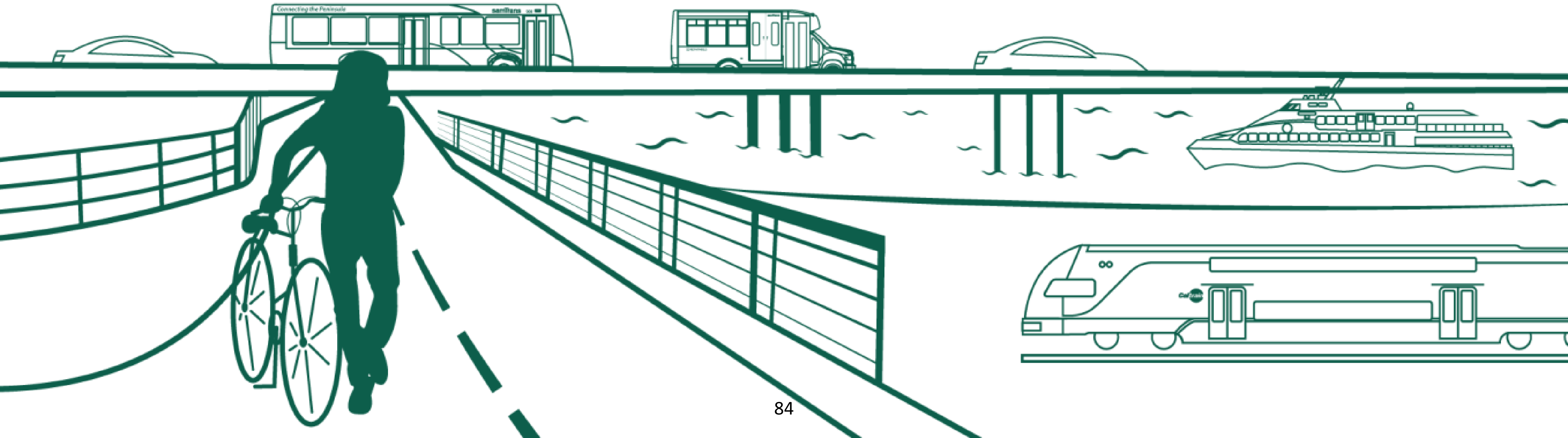
US GOV	Description	PAR	Maturity	Original Cost	Book Value	Market Value	Market Value + Accrued
912810FF0	UNITED STATES TREASURY	2,775,000.00	11/15/2028	2,912,882.81	2,862,010.58	2,843,403.75	2,862,010.58
912810FF0	UNITED STATES TREASURY	1,350,000.00	11/15/2028	1,417,078.13	1,392,329.47	1,383,277.50	1,392,329.47
9128282R0	UNITED STATES TREASURY	6,075,000.00	08/15/2027	5,785,725.59	6,000,599.71	5,949,247.50	6,000,599.71
9128282R0	UNITED STATES TREASURY	1,700,000.00	08/15/2027	1,619,050.78	1,679,180.17	1,664,810.00	1,679,180.17
9128283W8	UNITED STATES TREASURY	3,250,000.00	02/15/2028	3,094,609.38	3,211,719.85	3,178,142.50	3,211,719.85
9128285M8	UNITED STATES TREASURY	1,250,000.00	11/15/2028	1,224,804.69	1,225,788.96	1,220,800.00	1,225,788.96
912828YB0	UNITED STATES TREASURY	2,500,000.00	08/15/2029	2,272,265.63	2,331,962.43	2,316,700.00	2,331,962.43
912828YB0	UNITED STATES TREASURY	1,750,000.00	08/15/2029	1,595,986.33	1,632,373.70	1,621,690.00	1,632,373.70
912828YB0	UNITED STATES TREASURY	575,000.00	08/15/2029	528,056.64	536,351.36	532,841.00	536,351.36
912828YS3	UNITED STATES TREASURY	1,800,000.00	11/15/2029	1,615,781.25	1,669,167.10	1,665,144.00	1,669,167.10
912828YS3	UNITED STATES TREASURY	1,250,000.00	11/15/2029	1,122,070.31	1,159,143.82	1,156,350.00	1,159,143.82
912828Z94	UNITED STATES TREASURY	1,500,000.00	02/15/2030	1,332,949.22	1,374,983.04	1,366,530.00	1,374,983.04
912828Z94	UNITED STATES TREASURY	1,100,000.00	02/15/2030	977,496.09	1,008,320.90	1,002,122.00	1,008,320.90
912828ZQ6	UNITED STATES TREASURY	850,000.00	05/15/2030	724,824.22	743,332.00	742,653.50	743,332.00
912828ZQ6	UNITED STATES TREASURY	725,000.00	05/15/2030	618,232.42	634,018.47	633,439.75	634,018.47
91282CAE1	UNITED STATES TREASURY	2,850,000.00	08/15/2030	2,453,783.20	2,474,848.99	2,468,157.00	2,474,848.99
91282CAE1	UNITED STATES TREASURY	1,800,000.00	08/15/2030	1,549,757.81	1,563,062.52	1,558,836.00	1,563,062.52
91282CAE1	UNITED STATES TREASURY	325,000.00	08/15/2030	281,277.34	282,219.62	281,456.50	282,219.62
91282CAL5	UNITED STATES TREASURY	6,000,000.00	09/30/2027	5,066,484.38	5,733,075.74	5,727,420.00	5,733,075.74
91282CAL5	UNITED STATES TREASURY	1,850,000.00	09/30/2027	1,563,394.53	1,767,698.35	1,765,954.50	1,767,698.35
91282CAV3	UNITED STATES TREASURY	2,350,000.00	11/15/2030	2,055,148.44	2,043,272.19	2,040,646.00	2,043,272.19
91282CAV3	UNITED STATES TREASURY	3,100,000.00	11/15/2030	2,712,015.62	2,695,380.33	2,691,916.00	2,695,380.33
91282CAV3	UNITED STATES TREASURY	1,500,000.00	11/15/2030	1,311,796.88	1,304,216.29	1,302,540.00	1,304,216.29
91282CAV3	UNITED STATES TREASURY	2,000,000.00	11/15/2030	1,749,687.50	1,738,955.05	1,736,720.00	1,738,955.05
91282CBB6	UNITED STATES TREASURY	4,975,000.00	12/31/2027	4,203,680.66	4,721,657.99	4,721,573.50	4,721,657.99
91282CBB6	UNITED STATES TREASURY	1,490,000.00	12/31/2027	1,258,991.80	1,414,124.71	1,414,099.40	1,414,124.71
91282CBS9	UNITED STATES TREASURY	3,400,000.00	03/31/2028	3,032,906.25	3,244,933.06	3,234,250.00	3,244,933.06
91282CBS9	UNITED STATES TREASURY	1,000,000.00	03/31/2028	892,031.25	954,392.08	951,250.00	954,392.08
91282CCE9	UNITED STATES TREASURY	1,080,000.00	05/31/2028	944,915.63	1,023,773.84	1,022,630.40	1,023,773.84
91282CCE9	UNITED STATES TREASURY	3,550,000.00	05/31/2028	3,086,142.58	3,365,182.54	3,361,424.00	3,365,182.54
91282CCE9	UNITED STATES TREASURY	340,000.00	05/31/2028	297,473.44	322,299.17	321,939.20	322,299.17
91282CCE9	UNITED STATES TREASURY	1,025,000.00	05/31/2028	891,069.34	971,637.21	970,552.00	971,637.21
91282CCH2	UNITED STATES TREASURY	3,600,000.00	06/30/2028	3,122,156.25	3,401,006.28	3,400,884.00	3,401,006.28
91282CCH2	UNITED STATES TREASURY	1,150,000.00	06/30/2028	997,355.47	1,086,432.56	1,086,393.50	1,086,432.56
91282CCV1	UNITED STATES TREASURY	2,800,000.00	08/31/2028	2,350,687.50	2,635,752.53	2,625,224.00	2,635,752.53
91282CCV1	UNITED STATES TREASURY	1,100,000.00	08/31/2028	932,851.56	1,035,474.21	1,031,338.00	1,035,474.21
91282CCV1	UNITED STATES TREASURY	800,000.00	08/31/2028	671,625.00	753,072.15	750,064.00	753,072.15
91282CCV1	UNITED STATES TREASURY	450,000.00	08/31/2028	381,621.09	423,603.09	421,911.00	423,603.09
91282CCY5	UNITED STATES TREASURY	2,275,000.00	09/30/2028	1,988,047.85	2,140,847.97	2,133,699.75	2,140,847.97
91282CCY5	UNITED STATES TREASURY	825,000.00	09/30/2028	720,940.43	776,351.46	773,759.25	776,351.46
91282CDW8	UNITED STATES TREASURY	1,450,000.00	01/31/2029	1,296,503.91	1,375,223.10	1,364,638.50	1,375,223.10
91282CDW8	UNITED STATES TREASURY	2,375,000.00	01/31/2029	2,108,647.47	2,252,520.59	2,235,183.75	2,252,520.59
91282CDW8	UNITED STATES TREASURY	400,000.00	01/31/2029	357,656.25	379,371.89	376,452.00	379,371.89
91282CDW8	UNITED STATES TREASURY	750,000.00	01/31/2029	665,888.67	711,322.29	705,847.50	711,322.29
91282CEE7	UNITED STATES TREASURY	675,000.00	03/31/2029	606,366.21	647,918.96	643,889.25	647,918.96
91282CEM9	UNITED STATES TREASURY	2,420,000.00	04/30/2029	2,335,583.59	2,349,006.28	2,337,284.40	2,349,006.28
91282CES6	UNITED STATES TREASURY	1,600,000.00	05/31/2029	1,489,062.50	1,542,286.78	1,538,560.00	1,542,286.78
91282CES6	UNITED STATES TREASURY	850,000.00	05/31/2029	787,777.34	819,339.85	817,360.00	819,339.85
91282CES6	UNITED STATES TREASURY	450,000.00	05/31/2029	418,798.83	433,768.16	432,720.00	433,768.16
91282CES6	UNITED STATES TREASURY	285,000.00	05/31/2029	265,306.06	274,719.83	274,056.00	274,719.83
91282CEV9	UNITED STATES TREASURY	2,800,000.00	06/30/2029	2,769,703.13	2,728,399.28	2,728,152.00	2,728,399.28
91282CEV9	UNITED STATES TREASURY	610,000.00	06/30/2029	586,005.08	594,401.27	594,347.40	594,401.27
91282CEW7	UNITED STATES TREASURY	1,075,000.00	06/30/2027	1,084,406.25	1,066,075.69	1,065,980.75	1,066,075.69
91282CEW7	UNITED STATES TREASURY	400,000.00	06/30/2027	403,500.00	396,679.33	396,644.00	396,679.33
91282CFH9	UNITED STATES TREASURY	800,000.00	08/31/2027	791,625.00	799,227.98	790,872.00	799,227.98
91282CFL0	UNITED STATES TREASURY	2,575,000.00	09/30/2029	2,545,729.49	2,576,752.13	2,551,670.50	2,576,752.13
91282CFL0	UNITED STATES TREASURY	2,225,000.00	09/30/2029	2,199,708.01	2,226,513.97	2,204,841.50	2,226,513.97
91282CFM8	UNITED STATES TREASURY	2,600,000.00	09/30/2027	2,620,515.63	2,626,257.02	2,599,298.00	2,626,257.02
91282CFM8	UNITED STATES TREASURY	1,145,000.00	09/30/2027	1,143,032.03	1,156,563.19	1,144,690.85	1,156,563.19
91282CFT3	UNITED STATES TREASURY	750,000.00	10/31/2029	735,175.78	750,921.85	745,867.50	750,921.85
91282CFT3	UNITED STATES TREASURY	1,100,000.00	10/31/2029	1,078,257.81	1,101,352.04	1,093,939.00	1,101,352.04
91282CFZ9	UNITED STATES TREASURY	4,300,000.00	11/30/2027	4,355,093.75	4,297,171.05	4,283,058.00	4,297,171.05

91282CFZ9	UNITED STATES TREASURY	1,970,000.00	11/30/2027	1,995,240.63	1,968,703.94	1,962,238.20	1,968,703.94
91282CGH8	UNITED STATES TREASURY	1,500,000.00	01/31/2028	1,491,679.69	1,506,434.17	1,484,535.00	1,506,434.17
91282CGP0	UNITED STATES TREASURY	3,250,000.00	02/29/2028	3,226,767.58	3,284,806.09	3,241,355.00	3,284,806.09
91282CGS4	UNITED STATES TREASURY	1,100,000.00	03/31/2030	1,091,792.97	1,088,716.22	1,078,693.00	1,088,716.22
91282CGT2	UNITED STATES TREASURY	2,600,000.00	03/31/2028	2,543,429.69	2,599,927.26	2,576,236.00	2,599,927.26
91282CGT2	UNITED STATES TREASURY	425,000.00	03/31/2028	415,752.93	424,988.11	421,115.50	424,988.11
91282CGT2	UNITED STATES TREASURY	2,030,000.00	03/31/2028	2,030,475.78	2,029,943.20	2,011,445.80	2,029,943.20
91282CGZ8	UNITED STATES TREASURY	1,600,000.00	04/30/2030	1,586,750.00	1,570,682.78	1,561,248.00	1,570,682.78
91282CGZ8	UNITED STATES TREASURY	1,300,000.00	04/30/2030	1,289,234.38	1,276,179.76	1,268,514.00	1,276,179.76
91282CHA2	UNITED STATES TREASURY	1,725,000.00	04/30/2028	1,664,827.15	1,714,885.88	1,704,714.00	1,714,885.88
91282CHA2	UNITED STATES TREASURY	550,000.00	04/30/2028	530,814.45	546,775.21	543,532.00	546,775.21
91282CHE4	UNITED STATES TREASURY	5,800,000.00	05/31/2028	5,694,421.88	5,760,736.06	5,742,928.00	5,760,736.06
91282CHE4	UNITED STATES TREASURY	1,015,000.00	05/31/2028	996,523.83	1,008,128.81	1,005,012.40	1,008,128.81
91282CHW4	UNITED STATES TREASURY	1,050,000.00	08/31/2030	1,055,373.05	1,061,568.23	1,047,091.50	1,061,568.23
91282CHX2	UNITED STATES TREASURY	3,615,000.00	08/31/2028	3,640,559.18	3,683,117.31	3,630,255.30	3,683,117.31
91282CJF9	UNITED STATES TREASURY	2,615,000.00	10/31/2028	2,689,466.21	2,676,722.67	2,655,244.85	2,676,722.67
91282CJG7	UNITED STATES TREASURY	3,500,000.00	10/31/2030	3,658,046.87	3,620,761.60	3,592,015.00	3,620,761.60
91282CJG7	UNITED STATES TREASURY	2,400,000.00	10/31/2030	2,508,375.00	2,482,807.96	2,463,096.00	2,482,807.96
91282CJM4	UNITED STATES TREASURY	2,750,000.00	11/30/2030	2,836,689.45	2,778,780.40	2,768,590.00	2,778,780.40
91282CJM4	UNITED STATES TREASURY	1,950,000.00	11/30/2030	2,011,470.70	1,970,407.92	1,963,182.00	1,970,407.92
91282CJN2	UNITED STATES TREASURY	1,000,000.00	11/30/2028	1,019,648.44	1,008,315.60	1,004,610.00	1,008,315.60
91282CJQ5	UNITED STATES TREASURY	5,150,000.00	12/31/2030	5,051,626.95	5,054,580.30	5,054,055.50	5,054,580.30
91282CJQ5	UNITED STATES TREASURY	3,750,000.00	12/31/2030	3,678,369.14	3,680,519.63	3,680,137.50	3,680,519.63
91282CJW2	UNITED STATES TREASURY	375,000.00	01/31/2029	382,587.89	379,644.41	373,387.50	379,644.41
91282CKD2	UNITED STATES TREASURY	2,575,000.00	02/28/2029	2,588,579.10	2,616,908.54	2,580,330.25	2,616,908.54
91282CKD2	UNITED STATES TREASURY	1,800,000.00	02/28/2029	1,793,742.19	1,829,295.29	1,803,726.00	1,829,295.29
91282CKG5	UNITED STATES TREASURY	2,675,000.00	03/31/2029	2,673,662.15	2,699,606.93	2,671,870.25	2,699,606.93
91282CKG5	UNITED STATES TREASURY	2,120,000.00	03/31/2029	2,093,831.25	2,139,501.57	2,117,519.60	2,139,501.57
91282CKG5	UNITED STATES TREASURY	1,100,000.00	03/31/2029	1,091,019.53	1,110,118.74	1,098,713.00	1,110,118.74
91282CKG5	UNITED STATES TREASURY	700,000.00	03/31/2029	694,011.72	706,439.20	699,181.00	706,439.20
91282CKP5	UNITED STATES TREASURY	3,225,000.00	04/30/2029	3,290,129.89	3,288,668.34	3,263,538.75	3,288,668.34
91282CKT7	UNITED STATES TREASURY	3,975,000.00	05/31/2029	4,043,475.59	4,026,164.11	4,011,013.50	4,026,164.11
91282CKV2	UNITED STATES TREASURY	2,645,000.00	06/15/2027	2,670,726.76	2,663,070.26	2,657,722.45	2,663,070.26
91282CKX8	UNITED STATES TREASURY	400,000.00	06/30/2029	406,828.12	400,954.20	400,908.00	400,954.20
91282CKZ3	UNITED STATES TREASURY	3,960,000.00	07/15/2027	3,975,778.13	4,049,824.72	3,969,900.00	4,049,824.72
91282CLK5	UNITED STATES TREASURY	525,000.00	08/31/2029	528,609.38	522,950.49	516,589.50	522,950.49
91282CLL3	UNITED STATES TREASURY	925,000.00	09/15/2027	920,483.40	925,781.52	916,619.50	925,781.52
91282CLL3	UNITED STATES TREASURY	2,000,000.00	09/15/2027	1,986,484.37	2,001,689.78	1,981,880.00	2,001,689.78
91282CLR0	UNITED STATES TREASURY	2,150,000.00	10/31/2029	2,153,107.42	2,161,501.92	2,146,560.00	2,161,501.92
91282CLR0	UNITED STATES TREASURY	1,850,000.00	10/31/2029	1,852,673.83	1,859,897.00	1,847,040.00	1,859,897.00
91282CMA6	UNITED STATES TREASURY	3,625,000.00	11/30/2029	3,594,980.47	3,632,010.22	3,619,345.00	3,632,010.22
91282CMA6	UNITED STATES TREASURY	2,100,000.00	11/30/2029	2,082,609.38	2,104,061.09	2,096,724.00	2,104,061.09
91282CMD0	UNITED STATES TREASURY	2,600,000.00	12/31/2029	2,643,773.44	2,617,079.10	2,616,770.00	2,617,079.10
91282CMD0	UNITED STATES TREASURY	1,950,000.00	12/31/2029	1,982,830.08	1,962,809.33	1,962,577.50	1,962,809.33
91282CMG3	UNITED STATES TREASURY	3,300,000.00	01/31/2030	3,340,992.19	3,365,729.07	3,307,227.00	3,365,729.07
91282CMG3	UNITED STATES TREASURY	1,250,000.00	01/31/2030	1,265,527.34	1,274,897.38	1,252,737.50	1,274,897.38
91282CMS7	UNITED STATES TREASURY	1,500,000.00	03/15/2028	1,498,886.72	1,509,798.42	1,492,740.00	1,509,798.42
91282CMU2	UNITED STATES TREASURY	3,900,000.00	03/31/2030	3,912,492.19	3,914,370.11	3,875,157.00	3,914,370.11
91282CMU2	UNITED STATES TREASURY	2,400,000.00	03/31/2030	2,407,687.50	2,408,843.15	2,384,712.00	2,408,843.15
91282CMW8	UNITED STATES TREASURY	4,500,000.00	04/15/2028	4,489,101.56	4,503,507.05	4,468,005.00	4,503,507.05
91282CMW8	UNITED STATES TREASURY	900,000.00	04/15/2028	901,371.09	900,701.41	893,601.00	900,701.41
91282CMZ1	UNITED STATES TREASURY	2,750,000.00	04/30/2030	2,743,125.00	2,738,198.46	2,720,245.00	2,738,198.46
91282CMZ1	UNITED STATES TREASURY	1,950,000.00	04/30/2030	1,945,125.00	1,941,631.64	1,928,901.00	1,941,631.64
91282CND9	UNITED STATES TREASURY	3,250,000.00	05/15/2028	3,241,621.09	3,241,450.56	3,225,885.00	3,241,450.56
91282CNG2	UNITED STATES TREASURY	3,500,000.00	05/31/2030	3,524,882.81	3,488,197.92	3,476,340.00	3,488,197.92
91282CNG2	UNITED STATES TREASURY	2,650,000.00	05/31/2030	2,668,839.85	2,641,064.14	2,632,086.00	2,641,064.14
91282CNH0	UNITED STATES TREASURY	3,750,000.00	06/15/2028	3,750,000.00	3,735,839.96	3,729,487.50	3,735,839.96
91282CNH0	UNITED STATES TREASURY	2,750,000.00	06/15/2028	2,750,000.00	2,739,615.97	2,734,957.50	2,739,615.97
91282CNL1	UNITED STATES TREASURY	700,000.00	06/30/2027	702,023.44	697,614.33	697,543.00	697,614.33
91282CNN7	UNITED STATES TREASURY	1,500,000.00	07/31/2030	1,512,070.31	1,506,545.51	1,482,300.00	1,506,545.51
91282CNN7	UNITED STATES TREASURY	1,275,000.00	07/31/2030	1,285,259.77	1,280,563.68	1,259,955.00	1,280,563.68
91282CNU1	UNITED STATES TREASURY	1,500,000.00	08/15/2028	1,493,613.28	1,504,018.18	1,483,590.00	1,504,018.18
91282CNX5	UNITED STATES TREASURY	4,000,000.00	08/31/2030	3,984,687.50	3,961,744.67	3,913,280.00	3,961,744.67
91282CNX5	UNITED STATES TREASURY	2,800,000.00	08/31/2030	2,789,281.25	2,773,221.27	2,739,296.00	2,773,221.27
91282CPW5	UNITED STATES TREASURY	4,075,000.00	01/31/2031	4,093,783.21	4,061,846.98	3,998,104.75	4,061,846.98
91282CPW5	UNITED STATES TREASURY	1,100,000.00	01/31/2031	1,105,070.31	1,096,449.49	1,079,243.00	1,096,449.49
		262,940,000.00		**253,564,699.51**	**258,222,659.25**	**256,584,296.00**	**258,222,659.25**

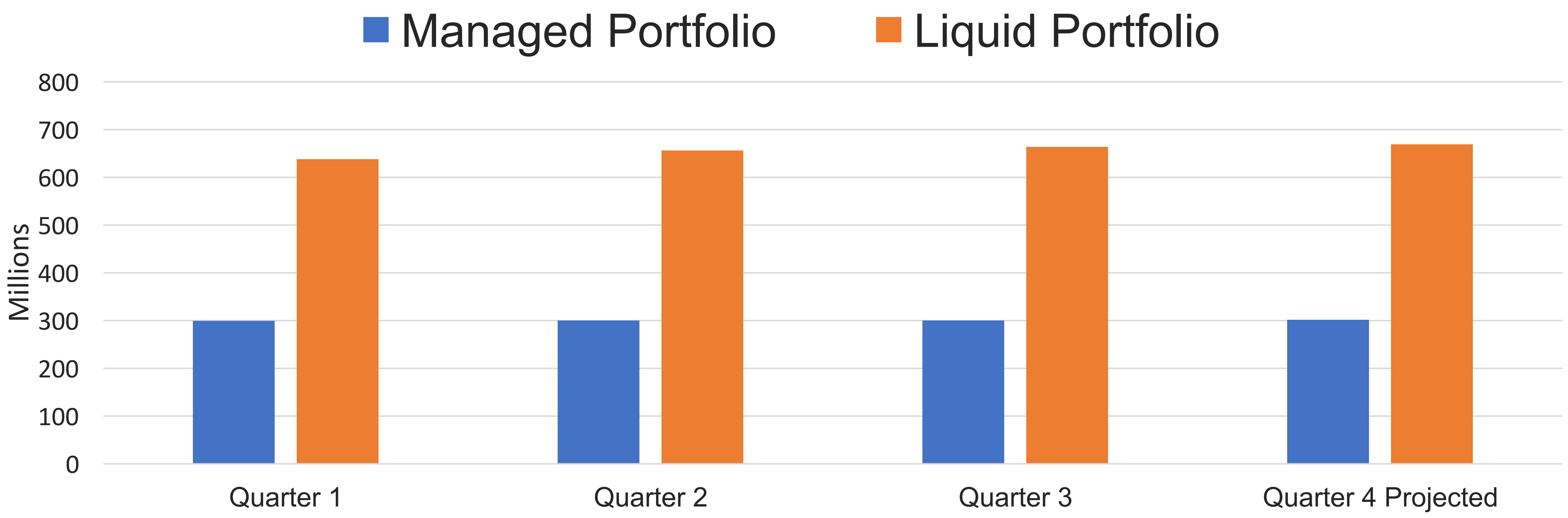
MUNI	Description	PAR	Maturity	Original Cost	Book Value	Market Value	Market Value +Accrued
13063D3N6	CALIFORNIA STATE	1,715,000.00	03/01/2027	1,715,000.00	1,750,163.22	1,722,460.25	1,750,163.22
13063D3N6	CALIFORNIA STATE	515,000.00	03/01/2027	515,000.00	525,559.22	517,240.25	525,559.22
20772KTJ8	CONNECTICUT ST	865,000.00	05/15/2027	881,608.00	876,939.40	871,357.75	876,939.40
20772KTJ8	CONNECTICUT ST	260,000.00	05/15/2027	264,992.00	263,588.72	261,911.00	263,588.72
419792L95	HAWAII ST	200,000.00	10/01/2026	200,000.00	202,488.00	200,194.00	202,488.00
419792L95	HAWAII ST	60,000.00	10/01/2026	60,000.00	60,746.40	60,058.20	60,746.40
419792M29	HAWAII ST	135,000.00	10/01/2027	137,272.05	137,992.95	136,305.45	137,992.95
419792M29	HAWAII ST	40,000.00	10/01/2027	40,673.20	40,886.80	40,386.80	40,886.80
419792M37	HAWAII ST	395,000.00	10/01/2028	403,061.95	405,503.05	400,565.55	405,503.05
419792M37	HAWAII ST	120,000.00	10/01/2028	122,449.20	123,190.80	121,690.80	123,190.80
		4,305,000.00		**4,340,056.40**	**4,387,058.56**	**4,332,170.05**	**4,387,058.56**

MMFUND	Description	PAR	Maturity	Original Cost	Book Value	Market Value	Market Value +Accrued
31846V534	FIRST AMER:US TRS MM Y	3,350,561.76	06/30/2026	3,350,561.76	0.00	3,350,561.76	3,350,561.76
31846V534	FIRST AMER:US TRS MM Y	1,567,615.22	06/30/2026	1,567,615.22	0.00	1,567,615.22	1,567,615.22
		4,918,176.98		**4,918,176.98**	**0.00**	**4,918,176.98**	**4,918,176.98**
			Total	**967,959,718.76**	**967,998,646.26**	**970,840,444.35**	**972,923,917.53**

FY26 Quarterly Investment Report Summary



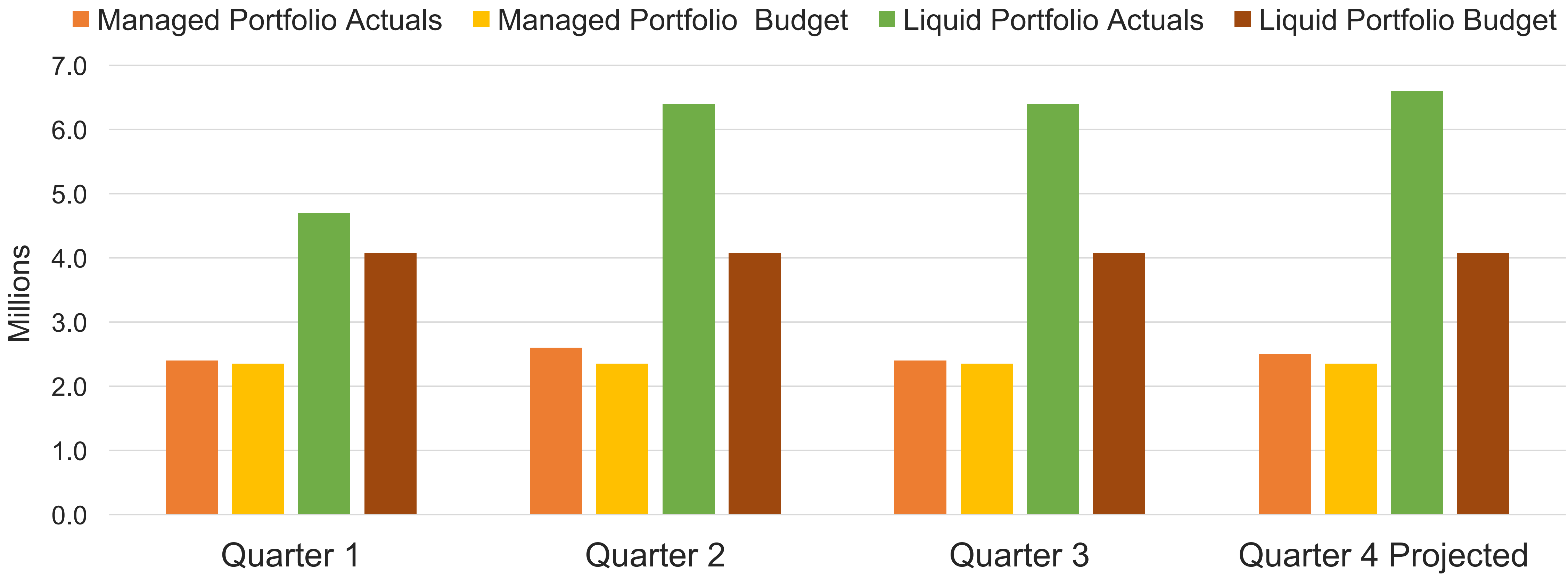
FY26 Quarter-End Portfolio Balances



Liquid Portfolio Pool Composition

Investment Source	Average Life	Primary Reported Categories
Local Agency Investment Fund [LAIF]	261 days	U.S. Treasury, U.S. Agencies, CD & Commercial Paper
California Asset Management Program [CAMP]	55 days	Commercial Paper, Certificate of Deposit [CD], Repurchase Agreements
COUNTY POOL	2.70 years	U.S. Treasury, U.S. Agencies, CAMP and Cal TRUST

FY26 Interest Earnings

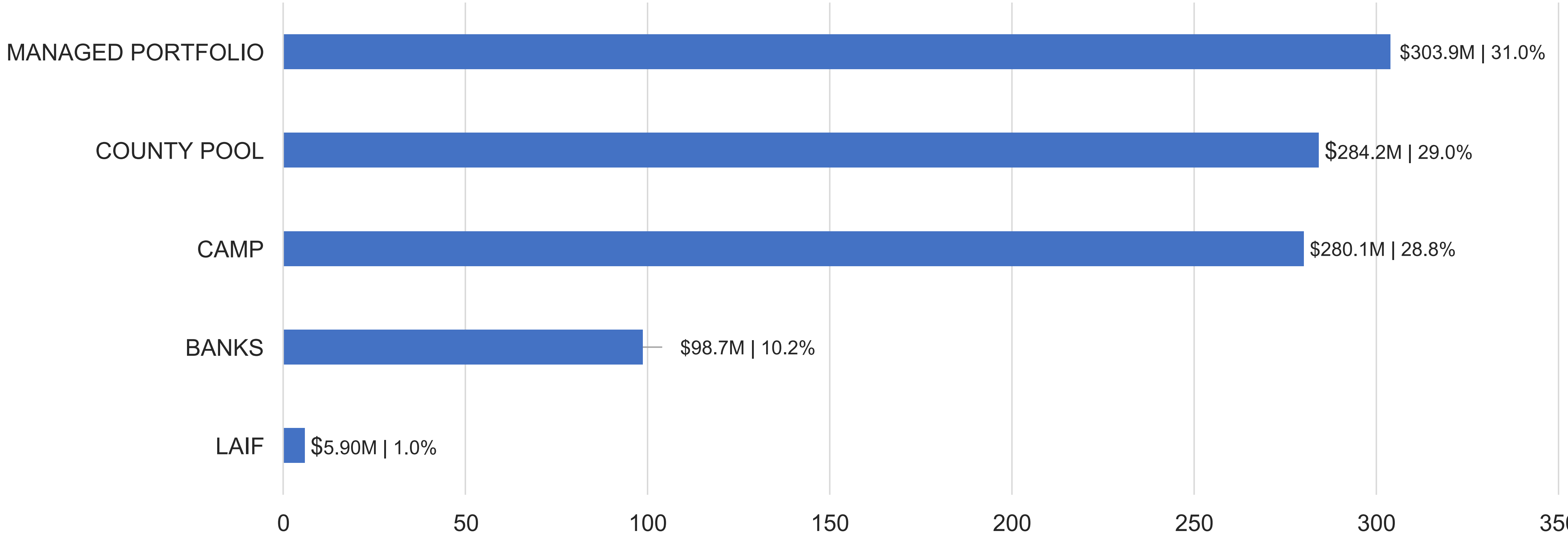


FY26 Interest Rates by Investment Source

Investment Source	Q1	Q2	Q3	Q4 Projected
LAIF	4.34%	4.20%	3.98%	3.92%
CAMP	4.36%	3.95%	3.80%	3.76%
COUNTY POOL	3.85%	3.86%	3.99%	4.04%

FY26 Investment Portfolio Allocation by Amount

Dollars in Millions



PTMA

San Mateo County Transportation Authority

Investment Review

04/01/2026 to 06/30/2026

PTMA

SMCTA Managed Measure A Portfolio Review

04/01/2026 to 06/30/2026

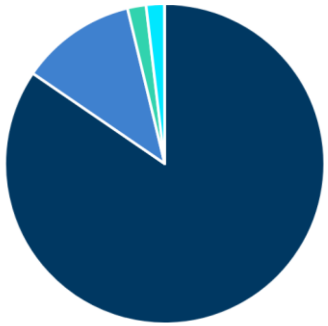
PORTFOLIO CHARACTERISTICS

	03/31/26	06/30/26
Duration	2.475	2.480
Years to Effective Maturity	2.655	2.669
Years to Final Maturity	2.657	2.671
Coupon Rate	3.115	3.210
Book Yield	3.909	4.005
Market Yield	3.876	4.182
Benchmark Yield	3.869	4.187

PORTFOLIO SUMMARY

Summary	03/31/26	06/30/26
Historical Cost	$174,658,512.92	$176,101,191.57
Book Value	177,911,823.97	179,555,946.29
Accrued Interest	1,216,928.67	1,160,431.01
Net Pending Transactions	4,073.48	4,265.08
Book Value Plus Accrued	**$179,132,826.12**	**$180,720,642.38**
Net Unrealized Gain/Loss	5,730.39	(1,105,385.63)
Market Value Plus Accrued	**$179,138,556.51**	**$179,615,256.75**

ASSET ALLOCATION



- US GOV **84.55%**
- CORP **11.70%**
- MUNI **1.88%**
- MMFUND **1.87%**
- CASH **0.00%**

Detail may not add to total due to rounding.

INCOME SUMMARY

Period Income	Income
Interest Income	$1,410,382.42
Net Amortization/Accretion Income	355,230.86
Net Realized Gain/Loss	(175,388.23)
Other Income/Expenses	(2,408.79)
Net Income	**$1,587,816.26**

PTMA

SMCTA Managed Measure W Portfolio Overview

04/01/2026 to 06/30/2026

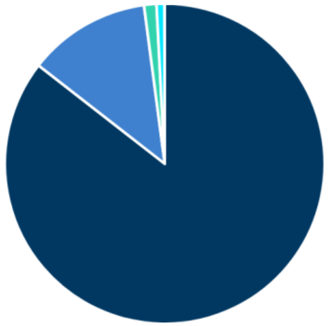
PORTFOLIO CHARACTERISTICS

	03/31/26	06/30/26
Duration	2.474	2.479
Years to Effective Maturity	2.664	2.673
Years to Final Maturity	2.664	2.675
Coupon Rate	3.557	3.574
Book Yield	3.985	4.033
Market Yield	3.873	4.191
Benchmark Yield	3.869	4.187

PORTFOLIO SUMMARY

Summary	03/31/26	06/30/26
Historical Cost	$121,846,004.65	$122,888,256.88
Book Value	122,907,003.68	124,081,140.80
Accrued Interest	952,390.39	923,042.17
Net Pending Transactions	2,708.23	2,829.21
Book Value Plus Accrued	**$123,862,102.30**	**$125,007,012.17**
Net Unrealized Gain/Loss	159,603.31	(661,527.42)
Market Value Plus Accrued	**$124,021,705.61**	**$124,345,484.75**

ASSET ALLOCATION



US GOV **85.53%**
CORP **12.39%**
MMFUND **1.26%**
MUNI **0.82%**
CASH **0.00%**

Detail may not add to total due to rounding.

INCOME SUMMARY

Period Income	Income
Interest Income	$1,088,139.82
Net Amortization/Accretion Income	144,933.67
Net Realized Gain/Loss	(86,416.26)
Other Income/Expenses	(1,747.36)
Net Income	**$1,144,909.87**

San Mateo County Transportation Authority
Staff Report

To:	Board of Directors
Through:	April Chan, Executive Director
From:	Emily Beach, Chief Communications Officer Jessica Epstein, Director, Government and Community Affairs
Subject:	**Legislative Update**

Action
Staff proposes the Board receive the attached federal and state legislative updates.

Significance
The 2026 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, at the appropriate time, those bills on which staff proposes that SMCTA take a formal position.

Prepared By:	Michaela Wright Petrik	Government and Community Affairs Officer	650-730-4951

Kadesh & Associates, LLC

Federal Update
San Mateo County Transportation Authority
Reported: July 22, 2026

The past month in Washington started with a two-week recess and will end with the House's passage of the initial procedural steps on Reconciliation 3.0 and a continuing resolution to keep the federal government funded until December 4.

The House left early for the July 4 recess after leadership lost a floor vote on a procedural rule that would have controlled debate on the 2027 defense authorization bill. The annual defense authorization bill is usually very bipartisan and relatively uncomplicated to pass on the floor. This year, however, a coalition of very conservative members seeking to force action on the SAVE Act (election ID) and the HR2 border enforcement bill combined their efforts and shut down the House floor. Following the rule defeat, Speaker Johnson sent the House home early. The House did not return until July 13.

Note: the SAVE Act is a major priority for the White House and House majority. It has already been defeated in the Senate, and the Senate is not likely to take it up again. The SAVE Act is not relevant to SMCTA, other than the repeated House efforts to force Senate action will clog the House floor and prevent the Senate from considering other House-passed bills. This includes the FY27 appropriations bills and the surface transportation reauthorization; more on both below.

The House is currently scheduled to leave for the August recess on Thursday, July 23, and the Senate is scheduled to leave for its August recess on August 7.

Budget Resolution/Reconciliation 3.0

House leadership passed a $95 billion budget resolution to provide $73 billion to continue operations in Iran and $12 billion for farmer assistance. The House bill contains $10 billion to fund a portion of the states' costs related to SAVE Act implementation. Recall, the budget resolution/budget reconciliation process can be passed with a simple majority in the Senate, albeit with strict limitations on policies that can hitch a ride on this legislative vehicle.

Reconciliation 3.0 faces an uphill battle in the Senate. Senate hawks want more money for defense, and agriculture states want more money for farm aid. Senate Majority Leader Thune has also recently indicated that he will not move on Reconciliation 3.0 until the issue of government funding is resolved. He also indicated the Senate plans to draft its own bipartisan continuing resolution and not consider the House bill. More to come.

Surface Transportation Reauthorization

There are a lot of moving parts in the intermittent effort to reauthorize the federal surface transportation law. The federal surface transportation law controls highway trust fund spending – for both formula and discretionary accounts – and is usually completed every five years. The current law, the Infrastructure Investment and Jobs Act (IIJA), expires on September 30, 2026.

- Last month, the House Transportation & Infrastructure (T&I) committee passed the BUILD America 250 Act (HR 8870), which will likely serve as the vehicle for the next five-year surface transportation authorization.
- Last week, the Congressional Budget Office (CBO) scored the House bill and determined that there will be a $147.7 billion shortfall in the highway trust fund over the duration of the bill (2027-2031). This shortfall will have to be backfilled with general fund dollars or additional tax revenue to support the level of spending called for in the new bill.

  These issues – 1) spending at levels above what gas tax receipts can support; and, 2) how to make up that difference – have been the most significant sticking points delaying timely consideration of the reauthorization bill.
- The Senate has not moved any portion of its surface transportation reauthorization, and it does not appear likely meaningful Senate activity will occur prior to the expiration of the current law on September 30.
- Given the above issues, an extension of the current surface transportation law will be required. House T&I Chairman Sam Graves (R–MO) wants to wait until September to determine how long that extension will be; committee staff are preparing for an extension of 3-12 months. That decision will be made in September.
- Extensions prior to enacting long-term surface transportation bills are not new; the FAST Act, which was signed into law on December 14, 2015, was preceded by 36 short-term extensions before the bill eventually passed. The FAST Act was extended twice before the IIJA was signed into law on November 15, 2021.

We are following the surface transportation reauthorization process closely, specifically regarding funding for grade separation projects and other funding for safety projects. We will work with SMCTA staff to keep you apprised of relevant developments.

<u>FY27 Appropriations</u>

The House appropriations committee has passed all 12 of its FY27 appropriations bills. This includes moving through committee the FY27 transportation/housing appropriations bill (THUD), which funds the Department of Transportation and its programs. The House THUD bill should be on the floor in September.

The Senate has not started work on any of the FY27 bills; Senate committee action is impacted by Senator McConnell’s extended absence, and there will not be any committee action until he returns. There have been several reports that the Senate committee will “post” its bills prior to leaving for its August recess. The Senate has posted bills before – bypassing committee/floor action – and going straight to a House/Senate conference for each bill. We will keep SMCTA staff apprised of relevant developments on this front.

A continuing resolution (CR) – as discussed above – will be required to keep the federal government funded past the September 30 deadline. The House has passed a CR to keep the government funded until December 4. Senator Thune, however, has indicated the Senate will draft its own CR and consider that separately.

The federal fiscal year ends on September 30, and this will be an issue we will follow closely.

July 16, 2026

To: Board of Directors, San Mateo County Transportation Authority

From: Chris Lee, Partner, Politico Group
Kiana Valentine, Partner, Politico Group

Re: STATE LEGISLATIVE UPDATE – July 2026

General Update

The Legislature adjourned for its month-long summer recess on July 2, the deadline for bills to be approved in second house policy committees. This followed a busy month that included passage of the 2026-27 state budget and high-stakes negotiations to remove initiatives from the November 2026 statewide ballot.

The Legislature will return to session on August 3 with a packed agenda, including final negotiations related to the expenditure of Greenhouse Gas Reduction Fund (GGRF) revenue, which is generated by carbon auctions under California's Cap-and-Invest program and is expected to be significantly reduced in 2026-27 and beyond due to California Air Resources Board (CARB) regulatory action in May.

Legislators raised concerns about the impacts of CARB's changes to the Cap-and-Invest program and now must grapple with how to allocate a diminished stream of GGRF revenue. Without legislative changes to last year's bill divvying up Cap-and-Invest funding, there may not be enough revenue for the "Tier 3" programs, which have provided billions in recent years for transit capital projects, transit operations, and affordable housing, just to name a few key programs.

The Legislature will also face deadlines of August 14 for bills to be approved by fiscal committees and August 31 to pass bills and send them to the Governor's desk. The report below provides details on the state budget, including outstanding issues to be resolved in August, as well as legislative updates and the status of key November 2026 statewide ballot measures.

State Budget Overview

On June 29, the Legislature approved, and the Governor signed, SB 111, which amends the Budget Act of 2026 to incorporate the three-party agreement on the 2026-27 state budget between the Governor, Senate, and Assembly. The Governor also signed AB 109, the Budget Act of 2026, and a series of trailer bills, which make statutory changes to implement the budget.

The budget plan balances the General Fund through 2027-28, while projecting an $8.4 billion structural deficit by 2029-30 – the final year of the administration's multiyear forecast – down from $23 billion projected in the Governor's January proposal. Total state spending across the General Fund, special funds, and selected bond funds is estimated at $351.7 billion for 2026-27, with General Fund expenditures of $251.5 billion.

The final agreement largely mirrors the Legislature's June 15 budget – rejecting or softening several of the Governor's proposed cuts. There are many important outstanding issues not accounted for in this agreement that will be awaiting the Legislature when they return from their summer recess on August 3, including the fate of the GGRF expenditure plan, the final appropriation of SB 125 funding for transit operations and capital, Prop 4 Climate Bond appropriations, and the Governor's sustainable aviation fuel tax credit program.

Key budget provisions of interest to SMCTA include:

Greenhouse Gas Reduction Fund

- Defers appropriating the majority of GGRF revenue.
- In addition to the appropriations of GGRF for CalFire, the Conservation Corps and CalOES included in the Legislature's two-party budget deal, the final budget includes an additional $171 million in GGRF appropriations for various programs and state operations, including $115 million for light-duty zero-emission vehicle incentives and $51 million for CARB staff and administrative costs to implement GGRF-funded programs.

Public Transit Funding Flexibilities

- SB 169 extends the suspension of financial penalties for failure to meet farebox recovery standards and the suspension of other specified efficiency standards of the Transportation Development Act through the 2026-27 fiscal year.

Zero-Emission Vehicle Incentives

- Appropriates $135.5 million ($20.5 million Air Pollution Control Fund and $115 million GGRF) for light-duty zero-emission vehicle incentives and adopts enabling legislation (SB 168).
- Appropriates $135.5 million from the Air Pollution Control Fund for medium- and heavy-duty zero-emission vehicle incentives through the Hybrid and Zero-Emission Truck and Bus Voucher Project (HVIP).

New Special Tax Voter Approval Measure Placed on November Ballot

As part of an agreement to remove a Howard Jarvis Taxpayers Association (HJTA)-sponsored tax measure from the November statewide ballot, the Legislature and Governor reached a deal that included the passage of Assembly Constitutional Amendment 22.

ACA 22 will appear on the ballot as Proposition 43, which will ask the voters to amend the California Constitution to require a two-thirds vote to approve any local special tax measure placed on the ballot on or after January 1, 2027. This threshold would apply whether the measure is placed on the ballot by a local agency or through an initiative process (often called a "citizens' initiative"). The measure would not affect the ability of cities and counties to place general tax measures on the ballot for approval by a simple majority of the electorate. Due to the effective date, it will not apply to the Bay Area Regional Transit Measure.

The Legislature agreed to advance ACA 22/Proposition 43 as a narrower alternative to the HJTA's ballot initiative, Initiative 25-0006, which would have reversed the 2017 California Supreme Court "Upland decision" retroactively – potentially invalidating existing voter-approved revenues that were passed through the initiative process with majority support. The replacement measure avoids that retroactive reach but imposes the two-thirds approval threshold going forward for any special tax measure, including transportation self-help measures. This development has serious implications for local transportation funding and, if passed by voters this fall, will affect future revenue measures that support regional transportation programs.

Transit Executive Order

Governor Newsom issued Executive Order N-7-26 related to public transportation on June 26. According to the Governor's press release, the order directs the California State Transportation Agency (CalSTA) and other state agencies to accelerate local and regional transit project delivery, improve access to funding, and reduce greenhouse gas emissions by making public transit faster, cheaper, and easier to use across California. The order also reflects recommendations from the SB 125 Transit Transformation Task Force Final Report.

As related to road and highway projects, much of the content of EO N-7-26 simply restates the requirements of SB 960 (Wiener, 2024) and provides a 120-day deadline for implementation. SB 960 required Caltrans to adopt a Director's Policy and other policy changes to help facilitate multi-modal access on state-owned roadways, including improvements that directly support public transit and active transportation.

The order, however, also directs CalSTA to work with the California Department of Transportation (Caltrans) and the California Transportation Commission (CTC) to promote funding for public transit priority infrastructure and first- and last-mile transit connections in program guidelines for competitive funding, including the Active Transportation Program, the Solutions for Congested Corridors Program, the Local Partnership Program, and the Transit and Intercity Rail Capital Program. Guideline updates for SCCP and LPP are currently underway at the CTC. The order also discusses supporting regions that flex federal surface transportation funding from highways to transit and provide guidance to toll operators on how to prioritize excess toll revenues for transit.

LCI Publishes Final AB 130 Statewide VMT Mitigation Program Guidance

On June 30, 2026, the Governor's Office of Land Use and Climate Innovation (LCI) published the final Statewide Vehicle Miles Traveled (VMT) Mitigation Program Guidance, implementing the voluntary VMT mitigation program established under AB 130 (2025). The program lets CEQA applicants and lead agencies mitigate significant transportation impacts by contributing to a statewide bank, administered by the Department of Housing and Community Development (HCD) through the Transit-Oriented Development (TOD) Program, with funds pooled into affordable housing projects sited to reduce VMT.

The final Guidance details how mitigation contribution amounts are calculated, where contributions may be invested to achieve effective VMT reductions, how VMT-reducing investments will be tracked over time, and key program design choices meant to ensure CEQA compliance and regional equity. LCI is addressing feedback from the public comment period, which closed May 8, through an accompanying FAQ document. LCI has stated it will continue coordinating with HCD on implementation and will soon begin a formal rulemaking process to adopt the Guidance as regulation.

Bills of Interest

SB 830 (Arreguín) Bay Area Transit Revenue Measure: Election Procedures – Watch

Both houses of the Legislature quickly approved SB 830 by Senator Jesse Arreguín (D-Berkeley) after it was amended in June to update the election procedures for a qualified regional transit district revenue measure authorized by SB 63 (Wiener, 2025). Specifically, the bill requires the measure to appear on each included county's ballot immediately after the statewide ballot measures and to be designated as

"Regional Transit Measure." The bill also requires each county elections official in the district to select from proposed arguments in favor of, and against, the measure, for inclusion in the county voter information guide. SB 830 was signed by Governor Newsom on July 16. Since the bill included an urgency clause, it took effect immediately upon the Governor's signature.

SB 1087 (Cabaldon) Sustainable Communities Strategies: Transportation Programs – Watch
Sponsored by the Metropolitan Transportation Commission-Association of Bay Area Governments and the other three largest Metropolitan Planning Organizations in the state, SB 1087 (Cabaldon) makes several changes to California's primary regional transportation and land use planning law, SB 375 (Steinberg, 2008). In the Bay Area, SB 375 governs the development of MTC's regional transportation plan/sustainable communities strategy (RTP/SCS), which is known as "Plan Bay Area."

Specifically, SB 1087 would change the frequency of regional SCS updates from every 4 to every 8 years, thereby reducing staff time and costs and allowing greater focus on plan and project implementation. It would also ensure that regional greenhouse gas reduction targets established by CARB reflect local conditions and state policies, eliminate duplicative corridor planning requirements in the Solutions for Congested Corridors Program, and streamline the review and approval process for SCSs by CARB.

SB 1087 was amended on June 25 to address issues raised by housing developers and environmental advocates, including removing a previous CEQA exemption for the development of the RTP/SCS and adding details on the contents of the SCS implementation reports that will be required midway between each 8-year SCS update. Following those amendments, the bill was approved by the Assembly Transportation Committee and referred to the Assembly Appropriations Committee.

SB 1187 (Durazo): Open Meetings – Watch
Senate Local Government Committee Chair María Elena Durazo (D-Los Angeles) recently amended SB 1187 to address translation-related provisions of last year's SB 707, which she also authored, related to Brown Act requirements and hybrid meeting technology. The June 22 amendments remove requirements for the translation of agendas into specific languages based on data from the American Community Survey.

While the bill retains requirements for eligible local legislative bodies that utilize two-way telephonic service or audiovisual platforms during open and public meetings to make reasonable efforts to engage communities that have not traditionally participated in public meetings, including non-English speaking communities, SB 1187 removes specific requirements for provision of and accommodation for interpreter services and related equipment during public meetings. The bill would take effect immediately upon enactment.

AB 2168 (Wicks): Active Transportation Program: Guidelines – Watch
AB 2168 by Assemblymember Buffy Wicks (D-Oakland) makes several changes to the CTC's Active Transportation Program (ATP), effective January 1, 2028. Specifically, the bill expands the types of projects eligible for ATP grant funding to include projects that provide access to transit and school bus stops. The bill also requires the CTC to include in the ATP guidelines incentives to attract other funding for larger-scale projects, penalties for failure to use ATP funds in a timely manner, and requirements for applicants to consult with transit agencies when a project will be adjacent to bus, shuttle, or paratransit routes.

SMCTA Bill Matrix – August 2026

Measure	Status	Bill Summary	Recommended Position
SB 830 Arreguín (D) Bay Area Transit Revenue Measure Election Procedures	7/16/26 Signed by the Governor	As chaptered on July 16, 2026, this bill requires a qualified regional transit district revenue measure authorized by SB 63 (Wiener, 2025) to appear on each included county's ballot immediately after the statewide ballot measures and to be designated as "Regional Transit Measure." The bill also requires each county elections official in the district to select from proposed arguments in favor of, and against, the measure, for inclusion in the county voter information guide. The bill included an urgency clause and took effect immediately upon the Governor's signature.	**Watch**
SB 922 Laird (D) Local Agency Charges: Use of Streets or Highways	7/2/26 This bill is awaiting approval on the Assembly floor	As amended on July 2, 2026, this bill would explicitly state that local governments may recover the cost of street maintenance and repair of damages caused by public service operations—such as waste hauling—through service-related fees and charges. The bill responds to a recent court decision *(Rogers v. City of Redlands)* that disrupted long-standing local practice and triggered litigation challenging how cities fund road repairs caused by heavy service vehicles. This measure would restore clarity and ensure local governments can continue maintaining safe and reliable streets without shifting costs onto unrelated taxpayers.	**Watch**
SB 1087 Cabaldon (D) Sustainable Communities Strategies: Transportation Funding Programs	6/30/26 Referred to Assembly Appropriations Committee	As amended on June 25, 2026, this bill makes several changes to California's primary regional transportation and land use planning law, SB 375 (Steinberg, 2008). Specifically, the bill would change the frequency of regional sustainable communities strategy (SCS) updates from every 4 to every 8 years, ensure that regional greenhouse gas reduction targets established by the California Air Resources Board (CARB) reflect local conditions and state policies, eliminate duplicative corridor planning requirements in the Solutions for Congested Corridors Program, and streamline the review and approval process for SCSs by CARB.	**Watch**
SB 1159 Cabaldon (D) Artificial Intelligence: Transparency and Governance	7/2/26 This bill is awaiting approval on the Assembly floor	As amended on June 25, 2026, this bill would prohibit a person from knowingly using artificial intelligence to falsely represent that a natural person appeared before, submitted information to, or otherwise engaged with a governmental agency. The bill would also clarify that terms like "person," "interested person," "participant," and "member of the public" in California's transparency laws, refer to natural persons and legally recognized entities, not to AI systems capable of autonomously producing infinite comments.	**Watch**

SMCTA Bill Matrix – August 2026

Measure	Status	Bill Summary	Recommended Position
SB 1187 **Durazo (D)** Open and Public Meetings	7/6/26 This bill is awaiting approval on the Assembly floor	As amended on July 6, this bill would remove requirements enacted by SB 707 (Durazo, 2025) for the translation of eligible local legislative body agendas into specific languages based on data from the American Community Survey. The bill also removes specific requirements for the provision of interpreter services and the accommodation of related equipment and time for interpretation during public meetings. The bill would take effect immediately upon enactment.	**Watch**
SB 1411 **Stern (D)** Greenhouse Gas Reduction Fund: Highspeed Rail Funding	5/14/26 Held under submission in Senate Appropriations	As amended on April 16, 2026, this bill revises the authorization for the California Highspeed Rail Authority to enter new funding commitments with the Greenhouse Gas Reduction Fund dollars outside of the Merced to Bakersfield segment. Specifically, it authorizes additional activities related to early work, including utility relocation, geotechnical work, and right-of-way, as well as projects developed through public partnership agreements or public-private partnership agreements, provided that those funding commitments maximize the efficiency of delivering the project and do not delay the completion of the Merced to Bakersfield segment.	**Watch**
AB 33 **Aguiar-Curry (D)** Autonomous Vehicles	9/9/25 Ordered to Senate inactive file. Two-year bill	As amended on June 30, 2025, this bill would prohibit the delivery of commercial goods directly to a residence or to a business by an autonomous vehicle (AV) without a human operator on any highway within the state and create a civil penalty of $10,000 for an initial violation and $25,000 for subsequent violations. The bill also requires the Department of Motor Vehicles to consult with the Highway Patrol, Caltrans, the Air Resources Board, and the Labor and Workforce Development Agency to submit a report to the Legislature on the impact of AVs on safety, jobs, infrastructure, and other matters by 2031 or after 5 years of testing. The report must include a recommendation to the Legislature on whether to retain or modify the requirement for a safety driver in AVs delivering commercial goods.	**Watch**
AB 259 **Rubio (D)** Brown Act: Remote Participation	7/17/25 Failed deadline in Senate Judiciary. Two-year bill	As amended on April 21, 2025, this bill would extend until 2030 the sunset date from AB 2449 (Rubio, 2022), which allows the legislative bodies of local agencies to meet via teleconference provided that a quorum of the body is present in person and other requirements are met. The bill also extends until 2030 the authority for remote meetings during emergency circumstances and for allowing a member of a legislative body to participate remotely without providing at least 72 hours of advance notice due to emergency circumstances.	**Supported June 2025**

SMCTA Bill Matrix – August 2026

Measure	Status	Bill Summary	Recommended Position
AB 954 **Bennett (D)** Interregional Transportation: Bicycle Highways	7/9/25 Ordered to Senate inactive file. Two-year bill	As amended on June 30, 2025, this bill requires Caltrans assess incorporating bicycle highways into the interregional transportation strategic plan, to the extent feasible. These provisions replace the bill's prior requirement for Caltrans to develop and fund a pilot program in two major metropolitan areas to establish a branded network of bicycle highways.	**Watch**
AB 1198 **Haney (D)** Public Works: Prevailing Wages	6/22/26 Placed on Senate Appropriations suspense file	As amended on January 22, 2026, this bill would require, commencing January 1, 2027, during any semiannual period where the director of the Department of Industrial Relations (DIR) determines that there has been a change in a prevailing wage rate in any locality, the director's determination shall apply to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027.	**Watch**
AB 1244 **Wicks (D)** CEQA: Transportation Impact Mitigation	7/17/25 Failed deadline in Senate Environmental Quality. Two-year bill	As amended on April 23, 2025, this bill would allow project applicants to satisfy vehicle miles travelled (VMT) mitigation requirements under CEQA by electing to contribute to the Department of Housing and Community Development's (HCD's) Transit-Oriented Development Implementation Program, which funds affordable housing development near qualifying transit stations. The April 23 amendments require HCD to confirm and report VMT reductions attributed to the projects and claimed by donor projects and require the Governor's Office of Land Use and Climate Innovation to determine appropriate mitigation funding amounts and update them at least every three years.	**Watch**
AB 1421 **Wilson (D)** Road Usage Charge Technical Advisory Committee	1/29/26 In Senate Rules for referral to committee	As amended on January 5, 2026, this bill would require the California Transportation Commission and the California State Transportation Agency to consult with state agencies and stakeholders, including local government and regional transportation agencies, and submit a report to the Legislature by January 1, 2027 on research and recommendations related to a road user charge or a mileage-based fee system. The report must include discussion of inequities for low-income drivers with less fuel-efficient vehicles, impacts of a weight-per-mile fee on the auto industry, and solutions for capturing out-of-state vehicles.	**Watch**

SMCTA Bill Matrix – August 2026

Measure	Status	Bill Summary	Recommended Position
AB 1557 **Papan (D)** Vehicles: Electric Bicycles	5/14/26 Held under submission in Assembly Appropriations	As amended on April 16, 2026, this bill imposes a new limitation of 250 watts of continuous power for class 1 and 2 electric bicycles. The bill also provides that no one under 16 years old shall operate an e-bike with a motor capable of exceeding 250 watts of continuous power and authorizes law enforcement to remove a vehicle operated in violation of this provision. Current state law limits e-bike motors to 750 watts. AB 1557 also provides that all classes of e-bikes manufactured prior to January 1, 2027 with motors that are not capable of exceeding 750 watts of continuous power and which meet other legal requirements may retain their current classifications, creates a new definition of "cargo electric bicycle," and provides that such e-bikes can be equipped with electric motors with maximum continuously rated power of 750 watts.	**Watch**
AB 2059 **Wilson (D)** CEQA: Vehicle Miles Traveled Mitigation Measures	7/2/26 Referred to Senate Appropriations	As amended on April 22, 2026, this bill would specify that a transportation project is presumed to have a less than significant vehicle miles traveled (VMT) impact under the California Environmental Quality Act if at least 80% of the project is located within one or more "non-metropolitan" counties. The definition of "non-metropolitan counties" used in the bill comes from a state affordable housing program and includes all counties located outside of a Metropolitan Planning Organization, as well as the County of San Benito.	**Watch**
AB 2168 **Wicks (D)**	7/1/26 Referred to Senate Appropriations	As amended on June 22, 2026, this bill, effective January 1, 2028, expands the types of projects eligible for the state's Active Transportation Program (ATP) to include projects that provide access to transit and school bus stops. The bill also requires the California Transportation Commission to include in the ATP guidelines incentives to attract other funding for larger-scale projects, penalties for failure to use ATP funds in a timely manner, and requirements for applicants to consult with transit agencies when a project will be adjacent to bus, shuttle, or paratransit routes.	**Watch**
AB 2552 **Ávila Farías (D)** CEQA: Vehicle Miles Traveled Statewide Mitigation Bank	4/29/26 Referred to Assembly Appropriations	As amended on April 16, 2026, this bill would provide that lead agencies for land use projects with vehicle miles traveled (VMT) impacts under CEQA may only require contributions to the statewide VMT mitigation bank, which is being created pursuant to AB 130 (2025), if the cost of mitigation is less than or equal to other mitigation measures required by the lead agency or, if it is the only required mitigation measure, that it is the "least cost" mitigation measure that is feasible.	**Watch**

SMCTA Bill Matrix – August 2026

Measure	Status	Bill Summary	Recommended Position
AB 2560 **Schultz (D)** Climate Action Plan for Transportation Infrastructure Goals	6/24/26 Referred to Senate Appropriations	As amended on April 15, 2026, this bill would codify the current goals of Governor Newsom's Climate Action Plan for Transportation Infrastructure (CAPTI). Amendments taken to address concerns of the Assembly Transportation Committee and stakeholders remove language that would have applied the current CAPTI goals to six specific formulaic and competitive state transportation funding programs and authorized the California State Transportation Agency (CalSTA) to continue to update CAPTI goals in the future.	**Watch**
AB 2595 **Papan (D)** San Mateo Electric Bicycle Safety Pilot Program	6/25/26 This bill is awaiting approval on the Senate Floor	As amended on June 15, 2026, this bill would create a pilot program until 2031 authorizing a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. Violations would be punishable by warning notices within the first 60 days of the prohibition and then by $25 fines. The bill would also require a 30-day public awareness campaign prior to commencement of the pilot and a report to the Legislature by January 1, 2030 on the results of the pilot program.	**Watch**