

Revised 6/2/2026 at 12:05pm – Added materials for Items 5.a. and 9.d.

Revised 6/1/2026 at 12:10pm – Added materials for Items 10.d. and 18.a.; Updated Agenda Titles for Items 10.d. and 14.b.

Revised 5/29/2026 at 2:45pm – Added Agenda Item 18.b. Closed Session



BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

REVISED AGENDA

San Mateo County Transit District

Board of Directors Meeting

June 3, 2026, 2:00 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/86938147935?pwd=yBjq6YBO0HplQvQFJaNNy7slOut2yY.1> or by entering Webinar ID: **869 3814 7935**, Passcode: **882894** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>.

Public Comments: Written public comments may be emailed to publiccomment@samtrans.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.samtrans.com/meetings>.

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

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

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.

Wednesday, June 3, 2026

2:00 pm

-
1. Call to Order / Pledge of Allegiance
 2. Roll Call
 3. Consent Calendar
 - 3.a. Approval of Minutes of the Board of Directors Meeting of May 6, 2026 Motion
 - 3.b. Amending the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies to Include Additional Technical Support Services, Extend the Contract Term by Four Years, and Increase the Contract Amount by \$1.1 Million Resolution
 - 3.c. Awarding a Contract to Commercial Environment Landscape to Provide Landscape and Grounds Maintenance Services for a Not-to-Exceed Amount of \$593,766.84 for a Five-Year Base Term and up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$236,246.28 Resolution
 - 3.d. Awarding a Contract to Wireless CCTV, LLC for Mobile Security Trailer Rentals and Monitoring Services for a Total Not-To-Exceed Amount of \$385,400 for a Two-Year Base Term, with a One-Year Option Term for an Additional \$187,200, for a Total Not-to-Exceed Amount of \$572,600 Resolution
 4. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.
 5. Report of the Chair
 - 5.a. Proclamation Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month Motion
 6. Report of the General Manager/CEO
 - 6.a. Report of the General Manager/CEO | May 27, 2026 Informational

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

7. Recess to Committee Meetings
8. Community Relations Committee / Committee of the Whole
Peter Ratto (Chair), Rico E. Medina, Jeff Gee
 - 8.a. Call to Order
 - 8.b. Approval of Minutes of the Community Relations Committee Meeting on May 6, 2026 Motion
 - 8.c. Accessible Services Update Informational
 - 8.d. Citizens Advisory Committee Update Informational
 - 8.e. Paratransit Advisory Council Update Informational
 - 8.f. Monthly State of Service Report - April 2026 Informational
 - 8.g. Quarterly State of Service Report – Fiscal Year 2026 Quarter 3 Informational
 - 8.h. Adjourn
9. Finance Committee / Committee of the Whole
Rico E. Medina (Chair), Josh Powell, Jackie Speier
 - 9.a. Call to Order
 - 9.b. Approval of Minutes of the Finance Committee Meeting on May 6, 2026 Motion
 - 9.c. Awarding a Contract to Universal Protection Service, LP, dba Allied Universal Security Services for Security Guard Services for a Total Not-To-Exceed Amount of \$18 Million for a Five-Year Term Motion
 - 9.d. **Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2027** **Motion**
 - 9.e. Receive Quarterly Financial Report Fiscal Year 2026 Quarter 3 Results and Financial Outlook Informational

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

- 9.f. Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 3 Motion
- 9.g. Innovative Clean Transit (ICT) Update Informational
- 9.h. Adjourn
- 10. Legislative Committee / Committee of the Whole
Marina Fraser (Chair), Peter Ratto, David J. Canepa
 - 10.a. Call to Order
 - 10.b. Approval of Minutes of the Legislative Committee Meeting on May 6, 2026 Motion
 - 10.c. Receive Legislative Update and Approval of Legislative Proposal: Assembly Bill 1941 (Mark González) Motion
 - 10.d. Adopting a Local Investment Plan for Potential “Return-to-Source” Revenues from Connect Bay Area Sales Tax Measure Authorized by Senate Bill 63 Motion
~~Adopt Local Investment Plan for Potential Senate Bill 63 Regional Tax Measure Return-to-Source Funds for San Mateo County Transit Purposes~~
 - 10.e. Adjourn
- 11. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
Cancelled as there are no business items this month
- 12. Reconvene Board of Directors Meeting
- 13. Matters for Board Consideration: Finance Committee
 - 13.a. Awarding a Contract to Universal Protection Service, LP, dba Allied Universal Security Services for Security Guard Services for a Total Not-To-Exceed Amount of \$18 Million for a Five-Year Term Resolution
 - 13.b. Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2027 Resolution
 - 13.c. Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 3 Motion

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

14. Matters for Board Consideration: Legislative Committee

14.a. Receive Legislative Update and Approval of Legislative Proposal: Motion
Assembly Bill 1941 (Mark González)

14.b. Adopting a Local Investment Plan for Potential “Return-to-Source” Resolution
Revenues from Connect Bay Area Sales Tax Measure Authorized by
Senate Bill 63
~~Adopt Local Investment Plan for Potential Senate Bill 63 Regional Tax~~
~~Measure Return-to-Source Funds for San Mateo County Transit~~
~~Purposes~~

15. Communications to the Board of Directors

16. Board Members Requests

17. Date / Time of Next Regular Meeting: Wednesday, July 8, 2026, at 2:00 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.*

18. Report of the General Counsel

18.a. Introduction of Proposed Amendments of the Rules of Procedure Informational

18.b. Closed Session: Conference with Legal Counsel – Anticipated Litigation (Government
Code § 54956.9(d)(4)) [Initiation of Litigation, Number of Potential Cases: 1]

19. Adjourn

Information for the Public

If you have questions on the agenda, please contact the District Secretary at 650-551-6108. Agendas are available on the SamTrans website at: <https://www.samtrans.com/meetings>. Communications to the Board of Directors can be emailed to board@samtrans.com.

Free translation is available; Para traducción llama al 1.800.660.4287; 如需翻译 请电 1.800.660.4287

Date and Time of Board and Citizens Advisory Committee Meetings

San Mateo County Transit District (SamTrans) Board and Committees: First Wednesday of the month, 2:00 pm; SamTrans Citizens Advisory Committee (CAC): Last Wednesday of the month, 6:30 pm. Date, time and location of meetings may be changed as necessary. Meeting schedules for the Board and CAC are available on the website.

Location of Meeting

Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda. Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> for any updates or further instruction.

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Written public comments may be emailed to publiccomment@samtrans.com or mailed to 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.samtrans.com/meetings>.

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Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 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 that are not exempt from disclosure pursuant to the California Public Records Act and that are distributed to a majority of the legislative body will be available for public inspection at 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 Transit District
Board of Directors**

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of May 6, 2026

Members Present: David J. Canepa (arrived at 2:03 pm), Marina Fraser, Jeff Gee, Rico E. Medina, Josh Powell, Peter Ratto, Jackie Speier (arrived at 2:03 pm), Brooks Esser (Vice Chair), Marie Chuang (Chair)

Members Absent: None

Staff Present: J. Cassman, A. Chan, T. Dubost, J. Epstein, S. Kirkpatrick, L. Lumina-Hsu, D. Olmeda, A. Rivas, D. Santoro, M. Tseng

1. Call to Order / Pledge of Allegiance

Chair Marie Chuang called the meeting to order at 2:01 pm and led the Pledge of Allegiance.

2. Roll Call

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

3. Consent Calendar

3.a. Approval of Minutes of the Board of Directors Meeting of April 1, 2026

3.b. Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 3

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

3.d. Accept Quarterly Investment Report

3.e. Awarding a Cooperative Purchasing Contract to A-Z Bus Sales, Inc. for the Purchase and Delivery of 26 Model Year 2026 Drivege 350EL Paratransit Vans for a Total Not-To-Exceed Amount of \$3,360,266, and Authorizing Disposition of 26 Paratransit Cutaway and Minivan Vehicles from Model Years 2017, 2018, and 2020 – Approved by Resolution No. 2026-27

Motion/Second: Medina/Esser

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

Noes: None

Absent: Canepa, Speier

Directors Canepa and Speier joined the meeting at 2:03pm.

4. Public Comment for Items Not on the Agenda

Aleta Dupree commented on the 50th anniversary logo, Clipper, tap-and-ride payment systems, and new headquarters building.

5. Report of the Chair

5.a. Proclamation Honoring Asian American and Pacific Islander Heritage Month

Randol White, Public Information Officer, provided the presentation recognizing the accomplishments of the Asian American and Pacific Islander (AAPI) community. Asian Americans and Pacific Islanders make up more than one-third of SamTrans ridership. The AAPI community will be showcased on SamTrans' social media platforms.

Motion/Second: Gee/Ratto

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

Noes: None

Absent: None

5.b. American Public Transportation Association (APTA) Legislative Conference and Hydrogen Fuel Cell Bus Council (HFCBC) Advocacy Day

Chair Chuang provided the report that included the following information:

- Attended with General Manager/CEO, April Chan, at the APTA conference to learn about ways to keep reliable service running and about the next federal transportation reauthorization plan after the current Infrastructure Investment and Jobs Act expires
- Met with Senators Adam Schiff and Alex Padilla as well as Congressmen Kevin Mullin and Sam Liccardo to discuss local projects and funding challenges
- Joined hydrogen fuel cells partnership to advocate for funding and policies to support a clean fleet transition

5.c. Ad Hoc Committees Report

- Child Care Ad Hoc
- Regional Transportation Measure Ad Hoc
- North Base Ad Hoc

Chair Chuang provided the report that included the following information:

- April 10 meeting for Child Care Ad Hoc (Directors Gee, Powell, Speier, and Chuang): discussed challenges and opportunities for bringing in childcare services at new Millbrae headquarters (HQ) retail space
- April 10 and April 27 meetings for Regional Transportation Measure Ad Hoc (Directors Esser, Gee, and Chuang): received public outreach updates on San Mateo County local investment plan,
- April 23 meeting for North Base Ad Hoc (Directors Esser, Gee, Powell, and Chuang): the sea level rise feasibility study and explored methods for improving perimeter protection

Public Comment

Adrian Brandt commented on hydrogen production, greenhouse gases, and fuel cell efficiency.

6. Report of the General Manager/CEO

6.a. Report of the General Manager/CEO | April 29, 2026

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

- Phase 1 HQ move; June SamTrans Board of Directors (Board) meeting at Millbrae HQ; Phase 2 move anticipated for end of next week
- Peninsula Corridor Joint Powers Board (JPB/Caltrain) lease executed and will take effect on May 1, 2026
- May 30 Interim Chief Financial Officer (CFO) delegation to Ladi Millard-Olmeda; CFO Kate Jordan Steiner's last day as May 31; active recruitment
- April 29 Sacramento visit with delegation and staff from committees such as Senate Housing, Senate Local Government, and Senate Transportation to find alternatives to restore the \$33 million in lost Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) funding for the zero-emissions bus program. Also advocated for the Burlingame Broadway Grade Separation and discussed Senate Bill (SB) 79 challenges for certain transportation projects
- Attended April 18 Progress Seminar; was on a panel with Caltrain Executive Director and Bay Area Rapid Transit (BART) Deputy General Manager
- Clipper 2.0 issues continue and bulk migration to occur after issues are resolved. Ridership data discrepancy due to ridership numbers recorded versus revenue received - numbers to be published when financial reconciliation issues are resolved
- Route ECR on El Camino Real (ECR) temporary and extended detour accommodations on California Avenue
- North Base and South Base condition assessment report for capital assets and capital reserve program; will need to reconcile information from the reports with what the District has in the transit asset management system and the Capital Improvement Project (CIP)

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

- ECR Burlingame coordination and rider concerns for three year-long construction; consideration to return service on ECR for evening hours
- Distinguishment of minor damages versus accidents for preventable accidents
- Evaluation of Clipper card revenue losses and possible actions taken against Cubic Corporation (Cubic); contractual remedies discussions with Metropolitan Transportation Commission (MTC), Cubic, and Bay Area transit agencies; possible closed session topic for Board feedback
- ECR detour rider experience

Public Comment

Aleta Dupree, Team Folds, commented on new headquarters location, art bus wraps, and Clipper.

Adina Levin, Seamless Bay Area, commented on Clipper, Cubic ability for Clipper 2.0 rollout, impact on customers, and open payment feature for those who are qualified for discount.

Gina Papan, Metropolitan Transportation Commission (MTC) Commissioner, commented on Cubic accountability and impact on transit operators.

Item 6.b. was heard after the Finance Committee adjourned.

6.b. Announcement of the 2026 Art Takes a Bus Ride Winners

Mr. White provided the presentation that included the San Mateo County Office of Education partnership to recognize art submissions from 1st through 12th graders, with the theme of Time Travelers Take the Bus to celebrate the 50th SamTrans Anniversary. Winners were selected by San Mateo County Arts Commission and featured on two bus wraps.

The Board recessed the meeting at 3:35 pm.

The Board reconvened the meeting at 3:50 pm. and continued hearing Item 6.b.

Public Comment

Aleta Dupree, Team Folds, spoke in support of SamTrans' support of student artwork and commented on getting people interested in public transit.

7. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 2:33 pm.

8. Community Relations Committee / Committee of the Whole

The Community Relations Committee meeting was held.

9. Finance Committee / Committee of the Whole

The Finance Committee meeting was held.

Chair Chuang reconvened the Board meeting at 3:28 pm.

Item 6.b. was heard.

Director Canepa left the meeting at 3:50 pm.

10. Legislative Committee / Committee of the Whole

The Legislative Committee meeting was held.

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

Cancelled as there are no business items this month.

12. Reconvene Board of Directors Meeting

Chair Chuang reconvened the Board meeting at 5:20 pm.

13. Matters for Board Consideration: Community Relations Committee

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

13.a. Proclamation Honoring Older Americans Month

Motion/Second: Esser/Speier

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

Noes: None

Absent: Canepa

13.b. Appointments to the Community Advisory Committee

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

Motion/Second: Medina/Esser

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

Noes: None

Absent: Canepa

14. Matters for Board Consideration: Finance Committee

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

- 14.a. Authorizing Execution of an Amendment to the Agreement with the San Mateo County Sheriff's Office and an Updated Agreement with the County of San Mateo for an Additional Five Years of Law Enforcement and Emergency Dispatch Services, Respectively, to Reflect Modified Terms and Conditions for Indemnification –**
Approved by Resolution No. 2026-28

Motion/Second: Gee/Speier

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

Noes: None

Absent: Canepa

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

16. Board Member Requests – There were none.

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

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

18. Report of the General Counsel

18.a. Closed Session: Conference with Legal Counsel on a matter of Existing Litigation pursuant to Government Code section 54956.9(d)(1)

Name of Case: John Cu and Crystal Gines v. San Mateo County Transit District, et al San Mateo County Superior Court Case 24-CIV-04216

Joan Cassman, General Counsel, announced the closed sessions item and stated will return to open session to report out from closed session.

The Board adjourned to closed session at 5:24 pm.

19. Reconvene Open Session

The Board reconvened into open session at 5:38 pm.

20. Report Out from Closed Session

Ms. Cassman stated eight present Board members unanimously voted on a global settlement for the total amount of \$1,750,000, with the District's responsibility to pay half the amount (\$875,000).

21. Adjourn – The meeting adjourned at 5:40 pm in memory of the General Manager/CEO's mother, Yuet Hung Chan.

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

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

Subject: **Amending the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies to Include Additional Technical Support Services, Extend the Contract Term by Four Years, and Increase the Contract Amount by \$1.1 Million**

Action

Staff proposes that the Board of Directors (Board) of the San Mateo County Transit District (District or SamTrans):

1. Authorize a third amendment to contract 22-S-P-057 (Contract) with the Center for Transportation and the Environment (CTE), to provide additional technical support services, extend the Contract term by four years through April 28, 2030, and increase the Contract amount by \$1.1 Million for a new total not-to-exceed amount of \$1.7 million.
2. Authorize the General Manager/CEO or designee to execute the amendment to the Contract with CTE as negotiated, and in a form approved by legal counsel.
3. Authorizes the General Manager/CEO or designee to take all actions necessary to give effect to the terms of this resolution.

Significance

Approval of the proposed Contract amendment will provide the District with continued access to technical support from a qualified firm with deep familiarity of the District's zero-emission bus (ZEB) transition, specifically related to the District's hydrogen-powered fuel cell electric bus (FCEB) program.

CTE's technical expertise is critical to maintaining program continuity, managing risks, and ensuring successful delivery. Without CTE's continued technical support, the District may face increased schedule delays, coordination challenges, and potential impacts to the overall implementation of its hydrogen transition program.

As the District's transition to hydrogen-powered Fuel Cell Electric Buses (FCEBs) has progressed, evolving conditions and unforeseen challenges have necessitated additional services beyond the current Contract scope. These needs have emerged during project implementation and require continued specialized technical support. Specifically, these additional services include:

1. Assisting with ongoing operations and maintenance issues related to the temporary hydrogen refueling system;
2. Providing hydrogen fuel procurement support;
3. Delivering technical support for the permanent hydrogen fueling station during design and construction;
4. Supporting grant applications to replace approximately \$33.5 million in lost funding due to cancellation of federal and state funds for the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) program;
5. Supporting maintenance and operational needs associated with the hydrogen fleet transition, both prior to and following delivery of the new FCEBs;
6. Providing technical assistance for hydrogen facility maintenance following system commissioning; and
7. Providing technical assistance in tracking hydrogen production, delivery, dispensing, and system losses.

Budget Impact

The Hydrogen Fuel Cell Electric Bus Infrastructure Project (Project) was first included in the Fiscal Year 2023 Capital Budget with \$4,008,474 in Measure W Sales Tax funds. Since then, the Board has approved several amendments to increase the Project budget to \$24,233,153 with state grants and Measure W Sales Tax funds. Funds to support the award of this contract amendment are included in the approved Project budget.

Background

Diesel buses are major contributors to greenhouse gas emissions (GHG) and are the source of 89 percent of SamTrans' GHG emissions. Replacement of diesel buses with FCEBs will help the District reduce SamTrans energy consumption and harmful emissions. FCEBs are a component of the District's Innovative Clean Transit (ICT) Plan, described below, that is guiding the District's transition from diesel- and gasoline-powered vehicles to a zero emission fleet before the State mandated deadline for ZEB transitions, without early retirement of diesel buses.

The FCEBs will benefit not only those who rely on public transportation, but also help improve air quality while reducing GHG emissions. The transition to zero-emission technology is consistent with the District's commitment to providing sustainable public transit services for

the communities it serves, and supporting the State of California and California Air Resources Board in leading the reduction of transportation impacts on air quality and the climate.

On April 29, 2022, within the General Manager/CEO's delegated contract authority, the District awarded a single-source Contract to CTE for a not-to-exceed amount of \$150,000 to perform two feasibility studies: a 10-bus hydrogen FCEB Demonstration Program, and replacement of the entire fleet of diesel buses housed at the North Base bus maintenance facility (North Base) with FCEBs. The feasibility studies were completed in July 2022 and June 2023, respectively. Two of the 10 FCEBs included in the Demonstration Program were delivered in 2023, and the remaining eight FCEBs were delivered in summer of 2024.

On January 4, 2023, pursuant to Resolution No. 2023-9, the Board authorized an amendment to the Contract with CTE. The amendment exercised two one-year option terms, extending the Contract completion date from April 28, 2023 to April 27, 2025, and increased the Contract amount by \$200,000 to a total not-to-exceed amount of \$350,000. The scope of work for the amendment included technical support and project management to implement the FCEB Demonstration Program.

In May 2023, pursuant to Resolutions No. 2023-28 and No. 2023-29, the Board approved acquisition of an interim mobile hydrogen refueler for the FCEB Demonstration Program and the construction work for modifications at North Base to enable indoor maintenance of the FCEBs. CTE supported the District's efforts to acquire the refueler and conducted testing and commissioning of the refueler. CTE also provided technical support for design, construction, and testing of the North Base Maintenance Building Facility modifications.

On December 6, 2023, pursuant to Resolution No. 2023-55, the Board adopted an update to the SamTrans ICT Plan. The updated ICT Plan includes replacement of the entire diesel fleet at North Base with FCEBs, rather than battery electric buses, and construction of a permanent hydrogen fueling station to fuel the buses at North Base. On December 6, 2023, pursuant to Resolution No. 2023-56, the Board also authorized the purchase and delivery of up to 108 new FCEBs, with an anticipated delivery by 2027.

On April 3, 2024, pursuant to Resolution No. 2024-5, the Board approved a second amendment to the Contract expanding the scope of work to include additional technical support services, increase the total contract amount by \$250,000, for a new total contract value of \$600,000, and extend the contract by one year to April 28, 2026. Subsequently, CTE assisted with developing technical requirements for and overseeing the design and installation of hydrogen storage, fueling, and maintenance infrastructure at North Base for the new FCEBs.

On July 2, 2025, pursuant to Resolution No. 2025-32, the Board awarded a design-build contract to provide the design, construction, and commissioning of a permanent hydrogen fueling station, along with maintenance services for up to five years.

Additionally, CTE was previously engaged by ARCHES, in partnership with the United States Department of Energy, in the amount of \$550,049 to support SamTrans' permanent hydrogen fueling station. As ARCHES is currently on pause, this funding is no longer available to support CTE's services. However, the permanent hydrogen fueling station remains a critical component of the District's ZEB transition and must continue to advance.

To address the additional services and support the continued implementation and operation of the District's hydrogen fuel cell fleet, staff recommend amending CTE's contract to include additional technical support services, extend the Contract term by four years, and increase the Contract amount by \$1.1 million. A single source amendment, rather than a new procurement, is recommended due to CTE's specialized expertise, institutional knowledge, and continuity on this highly technical and evolving project. Transitioning to a new consultant at this stage would likely introduce inefficiencies, increase costs, and pose risks to project schedule and delivery.

CTE is a non-profit organization that is experienced in developing, implementing, and administering advanced transportation technology projects, with a focus on zero-emission transit buses. CTE has provided technical assistance and project management services to public transit agencies within California and around the United States on many ZEB deployment projects. CTE has demonstrated experience in the fuel cell arena as one of the three members of the National Fuel Cell Bus Program Consortia responsible for deploying fuel cell transit buses for the Federal Transit Administration.

Prepared By:	Adam Jung	Procurement Administrator III	650-508-7767
	Jennifer Williams	Contract Administrator, Bus Infrastructure	650-508-6343

Resolution No. 2026-

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

* * *

Amending the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies to Include Additional Technical Support Services, Extend the Contract Term by Four Years, and Increase the Contract Amount by \$1.1 Million

Whereas, on April 29, 2022, and within the General Manager/CEO's contract authority, the San Mateo County Transit District (District or SamTrans) awarded a single-source contract, 22-S-P-057 (Contract), to the Center for Transportation and the Environment of Atlanta, Georgia (CTE) for a not-to-exceed amount of \$150,000 for a one-year term, with up to two one-year option terms, to perform feasibility studies for: (1) a 10-bus fuel cell electric bus (FCEB) Demonstration Program, (2) a total replacement of the bus fleet housed at the SamTrans North Base bus maintenance facility (North Base) with FCEBs, and (3) additional tasks to be performed pursuant to District-issued work directives on an as-needed basis; and

Whereas, on January 4, 2023, pursuant to Resolution No. 2023-9, the Board of Directors (Board) of the District authorized an amendment to the Contract to increase the amount by \$200,000 to manage the implementation of the FCEB Demonstration Program; and

Whereas, on May 3, 2023, pursuant to Resolutions No. 2023-28 and No. 2023-29, the Board authorized the acquisition of an interim mobile hydrogen refueler for the FCEB Demonstration Program and the construction work for modifications at North Base to enable indoor maintenance of the FCEBs; and

Whereas, on December 6, 2023, pursuant to Resolution No. 2023-55, the Board authorized an update to the SamTrans Innovative Clean Transit Plan to include options to

replace the entire fleet at North Base with FCEBs and to construct a permanent hydrogen fueling station at North Base; and

Whereas, on December 6, 2023, pursuant to Resolution No. 2023-56, the Board also authorized the purchase and delivery of up to 108 new FCEBs; and

Whereas, on April 3, 2024, pursuant to Resolution No. 2024-5, the Board authorized Amendment No. 2 to the Contract with CTE to expand the scope of work to include additional technical support services, increase the total contract capacity by \$250,000, for a new total contract amount of \$600,000 and extend the contract term by one year to April 28, 2026; and

Whereas, on July 2, 2025, pursuant to Resolution No. 2025-32, the Board awarded a design-build contract to provide the design, construction, and commissioning of a permanent hydrogen fueling station, along with maintenance services for up to five years.

Whereas, these additional services include ongoing operations and maintenance support for the temporary hydrogen refueling system, hydrogen fuel procurement assistance, technical support for the design and construction of the permanent hydrogen fueling station, grant application support to address approximately \$33.5 million in lost funding, and continued maintenance and operational support for the hydrogen fleet transition; and

Whereas, additional technical assistance is also required for hydrogen facility maintenance following system commissioning and for tracking hydrogen production, delivery, dispensing, and system losses; and

Whereas, CTE was previously funded in part through the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES), in partnership with the U.S. Department of Energy, in the

amount of \$550,049 to support the District's permanent hydrogen fueling station at North Base; and

Whereas, the ARCHES program is currently on pause, and the related funding is no longer available, though the District's permanent hydrogen fueling station remains a critical component of SamTrans zero-emission transition and must continue to advance; and

Whereas, CTE possesses specialized technical expertise and institutional knowledge of the District's hydrogen program, and has provided continuity on this highly complex and evolving project; and

Whereas, initiating a new procurement for the services provided by CTE would likely result in inefficiencies, increased costs, and potential risks to project schedule and delivery; and

Whereas, staff recommends that the Board authorize the execution of a single-source amendment to the Contract with CTE to provide additional technical support services necessary to maintain project continuity, manage risks, and support successful implementation of the District's hydrogen transition program, extend the Contract term by four years, and increase the Contract amount by \$1.1 Million.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes a third amendment to the Contract with CTE to provide additional technical support services, extend the Contract term by four years through April 28, 2030, and increase the Contract amount by \$1.1 million for a new total not-to-exceed amount of \$1.7 million; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute the amendment, as negotiated, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to take all actions necessary to give effect to the terms of this resolution.

Regularly passed and adopted this 3rd day of June, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

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

Subject: **Awarding a Contract to Commercial Environment Landscape to Provide Landscape and Grounds Maintenance Services for a Not-to-Exceed Amount of \$593,766.84 for a Five-Year Base Term and up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$236,246.28**

Action

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

1. Award a contract to the lowest responsive and responsible bidder, Leonard Anthony Valenti Incorporated dba Commercial Environment Landscape of Gilroy, California (C.E.L.), to provide Landscape and Grounds Maintenance Services (Services) for a not-to-exceed amount of \$593,766.84 for a five-year base term and up to two one-year option terms for an additional not-to-exceed amount of \$236,246.28.
2. Authorize the General Manager/CEO or designee to execute a contract with C.E.L. in full conformity with the terms and conditions of the solicitation documents and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise up to two one-year option terms, if in the District's best interest.

Significance

Award of this contract will provide the District with a dedicated and qualified contractor to provide the Services at the following seven District locations:

1. Central Office Building and Garage
2. North Base
3. South Base
4. Brewster Facility

5. Sequoia Station
6. Colma Park and Ride
7. Linda Mar Park and Ride

Budget Impact

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

Background

On January 14, 2026, the District issued Invitation for Bids (IFB) 26-S-S-065 to provide the Services. The IFB was advertised in a newspaper of general circulation and on the District’s procurement website. Prior to releasing the IFB, extensive outreach was conducted through direct email after searching industry websites and the State of California’s Small Business Enterprise (SBE) database. A five-percent SBE preference was assigned to this solicitation. Four potential bidders attended the pre-bid meeting and the District received four bids by the due date of March 25, 2026:

Company	Bid Amount	5% SBE Preference Eligibility	Bid Amount With 5% SBE Preference Applied
<i>Independent Cost Estimate</i>	<i>\$1,357,370.45</i>	<i>NA</i>	<i>NA</i>
Commercial Environment Landscape	\$830,013.12	\$50,000.00	\$780,013.12
Newpath Landscape Services	\$1,210,541.64	N/A	\$1,210,541.64
K&K JL Services, Inc.	\$1,576,056.00	\$50,000.00	\$1,526,056.00
New Image Landscape Company	\$3,496,464.00	N/A	\$3,496,464.00

The District developed this solicitation based on an estimate of the required Services. While most of the Services will be regularly scheduled, some will increase or decrease as needed during the contract term. The total contract amount takes into account these fluctuations.

C.E.L. and K&K JL Services, Inc. are certified SBEs and received a five percent SBE preference. The ranking of the lowest bidder before and after the SBE preference remained the same.

Staff and legal counsel reviewed the submittal from C.E.L. and determined it meets the requirements of the solicitation documents. Staff conducted a price analysis and determined it is fair and reasonable in comparison to the independent cost estimate and the bids received. The Services will be provided at fixed unit rates.

C.E.L. is an established contractor that has satisfactorily provided the Services for the District for the past seven years. Based upon these findings, staff concludes that C.E.L. is appropriately qualified and capable of meeting the requirements of the contract and is therefore the lowest responsive and responsible bidder.

The current contract was awarded to C.E.L. on March 1, 2019, and expired on April 30, 2026.

Prepared By: Patrick Ng	Procurement Administrator II	650-622-8018
Dominic Brooke	Facilities Contract Administrator	650-508-6291

Resolution No. 2026-

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

* * *

Awarding a Contract to Commercial Environment Landscape to Provide Landscape and Grounds Maintenance Services for a Not-to-Exceed Amount of \$593,766.84 for a Five-Year Base Term and up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$236,246.28

Whereas, the San Mateo County Transit District (District) has a need for a landscape and grounds maintenance services (Services) provider for seven District locations; and

Whereas, on January 14, 2026, the District issued an Invitation for Bids (IFB) 26-S-S-065 for the Services; and

Whereas, in response to the IFB, the District received four bids by the due date of March 25, 2026; and

Whereas, staff and legal counsel have reviewed the bids and determined that Leonard Anthony Valenti Incorporated dba Commercial Environment Landscape of Gilroy, California (C.E.L.), submitted the lowest responsive and responsible bid; and

Whereas, staff conducted a price analysis and determined that the bid submitted by C.E.L. is fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to C.E.L. for a not-to-exceed amount of \$593,766.84 for a five-year base term, and up to two one-year option terms for an additional not-to-exceed amount of \$236,246.28.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a contract to Leonard Anthony Valenti Incorporated dba Commercial

Environment Landscape to provide landscape and grounds maintenance services for a not-to-exceed amount of \$593,766.84 for a five-year base term, and up to two one-year option terms for an additional not-to-exceed amount of \$236,246.28; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with C.E.L. in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise up to two additional one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 3rd day of June, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Subject: **Awarding a Contract to Wireless CCTV, LLC for Mobile Security Trailer Rentals and Monitoring Services for a Total Not-To-Exceed Amount of \$385,400 for a Two-Year Base Term, with a One-Year Option Term for an Additional \$187,200, for a Total Not-to-Exceed Amount of \$572,600**

Action

Staff proposes that the Board of Directors (Board) of the San Mateo County Transit District (District or SamTrans):

1. Award a contract to Wireless CCTV, LLC of Richardson, Texas (Wireless CCTV), to provide Mobile Security Trailer Rentals and Monitoring Services (Services) for a total not-to-exceed amount of \$385,400 for a two-year base term in accordance with fixed monthly rates, with a one-year option term for an additional \$187,200, for a total not-to-exceed amount of \$572,600.
2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with Wireless CCTV consistent with the terms and conditions of the City of Redlands' contract for Portable Wireless Surveillance Cameras (Piggyback Contract), as further negotiated by staff, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to exercise a one-year option term, if in the best interest of the District.

Significance

Award of the proposed contract will allow the District to utilize the Piggyback Contract, which was competitively procured by the City of Redlands, to obtain the best value for the Services required across District property. The Services include, but are not limited to, providing the District with mobile security trailers equipped with advanced surveillance technology, including cameras capable of real-time video monitoring and recording, at the Colma Park and Ride lot in Daly City, the SamTrans North and South Base Operations and Maintenance facilities in South San Francisco and San Carlos, the Brewster yard in Redwood City, and Sequoia Station Transit Center in Redwood City.

The proposed contract will replace the District’s current agreement with Wireless CCTV, which expires in June 2026. Under the current contract, the District has deployed mobile security trailers at these same District locations. This deployment has proven to be a cost-effective deterrent to crime and has provided oversight of critical areas.

Budget Impact

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

Background

The District seeks to continue its mobile security trailer rental and monitoring services to enhance security across District properties, ensuring continuity of surveillance and monitoring capabilities.

As allowed by its Procurement Policy, the District may utilize other public agencies’ procurements, if the resulting contracts include “piggybacking” clauses, to foster greater economy and efficiency.

On December 11, 2025, the City of Redlands issued a Request for Bids for Portable Wireless Surveillance Cameras (Solicitation). On January 7, 2026, the City of Redlands awarded the Piggyback Contract to Wireless CCTV as the lowest responsive and responsible bidder. The Piggyback Contract explicitly allows other public agencies to purchase services and goods under the contract at the same prices included in the Piggyback Contract without additional approval by the City of Redlands.

Staff and legal counsel reviewed the Piggyback Contract and found that it was competitively solicited and awarded in accordance with public procurement standards, ensuring transparency, fairness, and legal compliance. Staff and legal counsel further determined that the solicitation conducted by the City of Redlands satisfies the District’s competitive procurement requirements.

Staff conducted a price analysis and determined that Wireless CCTV’s pricing is fair, reasonable, and consistent with the project manager’s independent cost estimate.

Prepared By:	Pooja Mehra	Procurement Administrator II	650-551-6114
	Scott Kirkpatrick	Deputy Director, Safety and Security	650-647-3048

Resolution No. 2026-

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

* * *

Awarding a Contract to Wireless CCTV, LLC for Mobile Security Trailer Rentals and Monitoring Services for a Total Not-To-Exceed Amount of \$385,400 for a Two-Year Base Term, with a One-Year Option Term for an Additional \$187,200, for a Total Not-to-Exceed Amount of \$572,600

Whereas, the San Mateo County Transit District (District or SamTrans) requires mobile security trailers equipped with advanced surveillance technology, including cameras capable of real-time video monitoring and recording at Colma Park and Ride lot in Daly City, SamTrans North and South Base Operations and Maintenance facilities in South San Francisco and San Carlos, the Brewster yard in Redwood City, and Sequoia Station Transit Center in Redwood City (Services); and

Whereas, the District's Procurement Policy allows the District to utilize solicitations conducted by other public agencies to foster greater economy and efficiency if the resulting contracts include "piggybacking" clauses; and

Whereas, on December 11, 2025, the City of Redlands issued a Request for Bids for Portable Wireless Surveillance Cameras (Solicitation); and

Whereas, on January 7, 2026, the City of Redlands awarded a contract to Wireless CCTV, LLC of Richardson, Texas (Wireless CCTV) as the lowest responsive and responsible bidder (Piggyback Contract); and

Whereas, the Piggyback Contract explicitly allows other public agencies to purchase services and goods under the contract at the same prices included in the Piggyback Contract without additional approval by the City of Redlands; and

Whereas, staff and legal counsel reviewed the Solicitation and determined that it was competitively solicited and awarded in accordance with public procurement standards, ensuring transparency, fairness, and legal compliance, thereby satisfying the District's competitive procurement requirements; and

Whereas, staff conducted a price analysis and determined that Wireless CCTV's pricing is fair, reasonable, and consistent with the project manager's independent cost estimate; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Wireless CCTV, to provide the Services for a total not-to-exceed amount of \$385,400 for a two-year base term, with a one-year option term for an additional \$187,200, for a total not-to-exceed amount of \$572,600.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a piggyback contract to Wireless CCTV, LLC of Richardson, Texas to provide mobile security trailer rentals and monitoring services for a total not-to-exceed amount of \$385,400 for a two-year base term in accordance with fixed monthly rates, with a one-year option term for an additional \$187,200, for a total not-to-exceed amount of \$572,600; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Wireless CCTV consistent with the terms and

conditions of the City of Redlands' contract for Portable Wireless Surveillance Cameras, as further negotiated by staff, and in a form approved by legal counsel; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise a one-year option term for an additional \$187,200, if in the best interest of the District.

Regularly passed and adopted this 3rd day of June, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Proclamation

Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month

Whereas, the San Mateo County Transit District (District) cherishes the value and dignity of every person and appreciates the importance of equality, freedom, and acceptance; and

Whereas, the District denounces prejudice and unfair discrimination based on age, gender identity, gender expression, race, color, religion, marital status, national origin, sexual orientation, or physical attributes as an affront to our fundamental principles; and

Whereas, the District recognizes the long history of inequity in its own transit industry that has excluded, targeted or oppressed people due to their color, race, national origin, gender identity or expression, income, housing status, sexual orientation, disability status, and immigration status; and

Whereas, the first Pride march for Lesbian, Gay, Bisexual, Transgender and Queer (LGBTQ+) people and communities was held on June 28, 1970, on the one-year anniversary of the Stonewall Uprising in New York City, when LGBTQ+ people and allied friends rose and fought against constant police harassment and discriminatory laws that have since been declared unconstitutional; and

Whereas, Pride celebrations have grown and diversified in the decades that followed, including with the first presidential designation of June as Pride Month in 1999; and

Whereas, the District's Rainbow Employee Resource Group (ERG), now in its third year, continues to foster a supportive network for LGBTQ+ employees, allies and advocates by providing opportunities to share experiences, build connections and celebrate the diversity that strengthens the organization. Through educational programming, outreach and employee engagement, the Rainbow ERG promotes understanding, respect and equality throughout the workplace and the communities the District serves; and

Whereas, this year, the District's Rainbow ERG launched a first-of-its-kind regional collaboration uniting Bay Area transit agencies under the shared Pride campaign theme, "Moving the Bay Area with Pride." The initiative includes a unified artwork campaign designed by District employee Cheri West for use on buses, T-shirts, stickers, social media campaigns and community outreach materials, with transit agencies across the region participating in the campaign to demonstrate unity, connectivity and a shared commitment to inclusion; and

Whereas, as part of the "Moving the Bay Area with Pride" campaign, SamTrans will wrap a Pride-themed bus featuring the artwork and enter it into the San Francisco Pride Parade for the fourth consecutive year. SamTrans employees and neighboring transit agencies will also participate in the

parade under the shared campaign theme, highlighting regional partnership and support for the LGBTQ+ community; and

Whereas, the District will continue to strive to make our transportation services and programs accessible and open to all individuals, and to protect the most vulnerable among us; and

Whereas, the District believes that ensuring public sector policies, programs, and practices serve the public good is essential to the success of our transportation services and benefits everyone in our communities and our society; and

Whereas, in honor of Pride Month, the District Board of Directors recognizes the resilience and determination of LGBTQ+ people who are fighting to live freely and authentically.

Now, Therefore, the San Mateo County Transit District Board of Directors does hereby recognize June as LGBTQ Pride Month and celebrates the immense contributions that LGBTQ+ people have made in San Mateo County and the United States.

Regularly passed and adopted this 3rd day of June, 2026.



Chair, San Mateo County Transit District



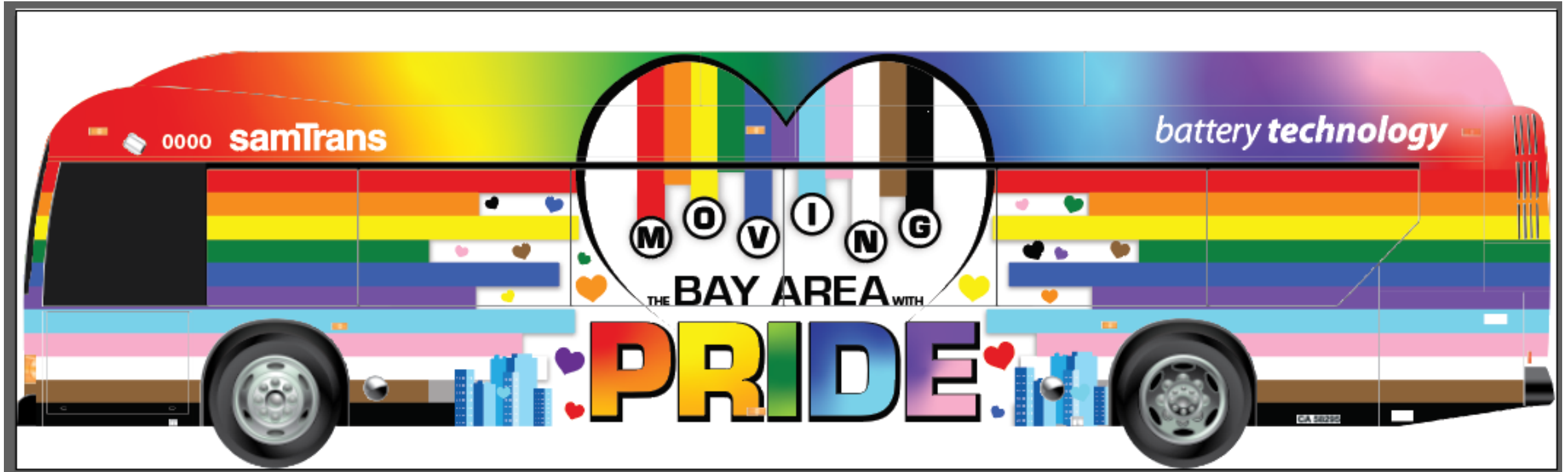
Moving the Bay Area with Pride

Item #5.a.
6/3/2026



SamTrans Board of Directors | June 3, 2026

Unified Pride Campaign Bus Wrap





Item #5.a.
6/3/2026

Thank You



Please email WhiteR@samTrans.com with any questions.

BOARD OF DIRECTORS 2026

MARIE CHUANG, CHAIR
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 JACKIE SPEIER

APRIL CHAN
 GENERAL MANAGER/CEO



Memorandum

Date: May 27, 2026
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Report of the General Manager/CEO

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

Bus Operator Staffing

	<u>Approved FTEs</u>	<u>Trainees</u>	<u>No. Bus Operators*</u>
Bus Operators	350	14	348

*Includes employees on long-term leave, but it does not include number of trainees.

Miles Between Preventable Accidents

The table below provides the miles between accidents by mode and location for the month of April 2026. While accidents are defined as any event that involves any of the following: fatality, serious injury, collision of a District vehicle, or major property damage, preventable accidents are a subset of all reported accidents. A preventable accident is one in which the driver failed to do everything reasonably to prevent it. Most of the District’s preventable accidents are negligible in severity.

	<u>April 2026</u>			<u>FY 2026 YTD</u>
	<u>Total Miles</u>	<u>Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>	<u>Miles Between Preventable Accidents</u>
North Base	381,793	5	76,359	70,886
South Base	235,227	3	78,409	52,720
Trainee In-service	0	0	No miles, no accidents	34,120
CUB	238,436	5	47,687	53,007
Fixed Route Total	855,456	13	61,104	59,075
ADA	189,434	3	63,145	74,888
Micro Transit	16,241	0	No accidents	43,387

Severity Classifications

The table below provides the severity classifications for Preventable Accidents for the month of April 2026.

Severity Classification Definitions:

- **Negligible** – No Injury / No Property Damage
- **Marginal** - Minor Injury or Complaint of Pain / Minor Property Damage
- **Critical** - Serious Injury with Transport / Moderate Property Damage
- **Catastrophic** - Fatal or Life-Threatening Injuries / Severe Property Damage

<u>April 2026</u>	<u>Preventable Accidents - Severity</u>			
	<u>Negligible</u>	<u>Marginal</u>	<u>Critical</u>	<u>Catastrophic</u>
North Base	5	0	0	0
South Base	3	0	0	0
Trainee In-service	0	0	0	0
CUB	2	3	0	0
Fixed Route Total	10	3	0	0
ADA	0	3	0	0
Micro Transit	0	0	0	0

Safety Updates

Emergency Management: The Safety Department continues to work closely with the County of San Mateo and local emergency agencies throughout San Francisco, San Mateo, and Santa Clara Counties to improve emergency preparedness and coordination. Staff are active members of Community Organizations Active in Disaster (COAD), Emergency Communications Work Group and serve as chairs for the Local Hazard Mitigation Plan (LHMP). The District also partners with San Mateo County Emergency Management to help develop the County's Strategic Plan for 2025–2030.

On May 19, the Safety Department participated in the City of Millbrae's wildfire emergency Tabletop Exercise (TTX) to support regional training and emergency response planning. The Safety Department is also preparing for a joint full-scale exercise with the Transbay Joint Powers Authority (TJPA) at the Salesforce Transit Center, involving the District's Fuel Cell Hydrogen Electric Bus, to strengthen emergency response procedures.

New District Headquarters (DHQ): District Headquarters Emergency Action Plan (EAP): The new EAP is now in place and provides updated evacuation procedures, emergency contact information, and clearly identified evacuation routes and maps throughout the facility. Automated exterior defibrillators (AED) and first aid locations have been posted and are readily accessible. The plan is designed to support a safe, coordinated response for all employees and visitors in the event of an emergency.

Regional Issues

Senate Bill (SB) 63 Financial Efficiency Review Update

SB 63 requires Peninsula Corridor Joint Powers Board (JPB or Caltrain), Bay Area Rapid Transit District (BART), San Francisco Municipal Transportation Agency (SFMTA), and Alameda-Contra Costa Transit District (AC Transit) to participate in a two-phase, third party Financial Efficiency Review (FER) overseen by an Independent Oversight Committee (IOC) ahead of a regional funding measure going before the voters in November 2026. The IOC was formed as a result of SB63. The phase 1 report must be completed by Summer 2026, and needs to include the steps these four operators had taken to-date to improve cost efficiencies and must also identify cost saving strategies they commit to implement as formal policy or budget actions by July 1, 2026. The Committee will undertake the Phase Two analysis if voters approve an SB 63-enabled measure in November.

The final Phase 1 Bay Area Financial Efficiency Review was completed and approved by the Metropolitan Transportation Commission (MTC) SB 63 Financial Efficiency Oversight Committee on May 22, 2026.

Clipper Next Generation Update

MTC and its contractor Cubic Transportation Systems continued work on the Clipper Next Generation transition. Approximately 1.7 million of roughly 15 million accounts have migrated to the new platform, while broader bulk migration of remaining accounts has not yet commenced. While MTC and Cubic originally planned to have all software fixes resolved by May 31 so bulk migration can begin, this date has now been pushed out to June 19.

Operators continued having variances between Clipper reporting outputs and deposited fare revenues. In addition, unresolved ridership data issues have impacted the reliability of reporting outputs, resulting in some agencies pausing public publication of ridership information pending validation.

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

Employee of the Month (EOM) Recognitions, April 2026

Bus Operator EOM for North Base is **Brahim Nezhi**. This is Brahim's first EOM Award during his two years of service with the District.

Bus Operator EOM for South Base is **Harish Reddy**. This is Harish's third EOM Award during his thirty-one years of service with the District.

Bus Maintenance EOM for North Base is Mechanic A **Yong Chen**. This is Yong's fifth EOM Award during his eight and a half years of service with the District.

Bus Maintenance EOM for South Base is Utility Worker **Narend Chand**. This is Narend's seventh EOM Award during his nine years of service with the District.

Communications and Marketing

SamTrans Monthly Press Releases and Earned Media

Press Releases/Blogs/Podcasts

- SamTrans 50th jingle contest
- Spring bucket list — five easy SamTrans adventures
- Hop Off Here, Spring Edition - Podcast

Article Mentions

- Bay Area ridership up
 - KCBS Radio, NewsBreak
- Reimagine Dumbarton
 - NewsBreak, Hoodline, Palo Alto Daily Post
- Bayshore Freeway closure
 - SF Chronicle, Yahoo! News, KQED, San Luis Obispo Tribune

- ECR Bus Detour in Burlingame
 - NewsBreak, World News, San Mateo Daily Journal
- BART delays snarl Bay Area traffic
 - Yahoo! News, Hoodline, NBC Bay Area, KCBS Radio
- SamTrans 50th jingle contest
 - San Mateo Daily Journal
- SamTrans and Caltrain's arrangement
 - Palo Alto Online, San Mateo Daily Journal
- SamTrans survey of transit dollars
 - San Mateo Daily Journal
- SamTrans capital budget increase
 - San Mateo Daily Journal
- Clipper issues
 - San Mateo Daily Journal
- Connect Bay Area
 - Palo Alto Daily Post

Social Media Activities

Digital Marketing Report

- Connect Bay Area messaging continued and was heavily pushed throughout the month of April to obtain survey feedback for the local investment plan regarding SB 63 - with posts going out multiple times a week across all platforms.
- Heavy SamTrans store promotion was pushed out on socials throughout the month for sales on the die-cast buses.
- The 50th Anniversary campaign was a heavy focus - with posts showcasing the agency's history via interviews with former employees, vintage photos, fun facts, and more.

Other Digital Marketing Highlights

- FCEB Vapor Educational Video
- Weekday ECR Burlingame Reroute (Caltrans construction)
- SamTrans Website Survey
- Coastside Services promo
- Partnership with San Mateo County Sheriff's Office Emergency Response Drill
- World Transportation Day
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign

Social Metrics: (Year to Year)

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

APRIL 2026	APRIL 2025
Impressions: 2,717,126	Impressions: 391,626
Engagements: 12,240	Engagements: 5,192
Post Link Clicks: 1,807	Post Link Clicks: 1,920

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

Marketing Activity Highlights

Effortless Travel Campaign Transition to 50th Anniversary

Bay Area Newsgroups Ad Network

Running digital ads on Bay Area news websites, social media, Google search and other ad partners. Ads are continuing to perform within industry performance indicator standards.

- **50th Anniversary Ads Running**
 - Ads across the AdTaxi spectrum are now running 50th anniversary ads with retro photos.
- **SamTrans 50th Anniversary Music Contest** launched April 17 and will run through mid-June, including a press release, targeted paid advertising, music store and school outreach.

- **Student Youth Pass Campaign Launches May 20**
 - Will use both earned and paid media, including geotargeting and Google Map ads.
 - Other marketing activities include school outreach communication, on school line bus posters (and possibly tear off sheets), and updated website landing page.

Marketing Look Ahead

- Anti-human trafficking ads are in the print phase for placement in time for Fédération Internationale de Football Association (FIFA) this summer.
- Physical 50th Anniversary ads are in the design and print phase and will be placed concurrently with the anti-human trafficking bus shelter ads.

BOARD OF DIRECTORS 2026

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GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Community Relations Committee Meeting
Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

June 3, 2026 – 2:30 pm

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

Committee Members: Peter Ratto (Chair), Jeff Gee, Rico E. Medina

- | | | |
|------|---------------------------------------------------------------------------------|---------------|
| 8.a. | Call to Order | |
| 8.b. | Approval of Minutes of the Community Relations Committee Meeting on May 6, 2026 | Motion |
| 8.c. | Accessible Services Update | Informational |
| 8.d. | Citizens Advisory Committee Update | Informational |
| 8.e. | Paratransit Advisory Council Update | Informational |
| 8.f. | Monthly State of Service Report - April 2026 | Informational |
| 8.g. | Quarterly State of Service Report – Fiscal Year 2026 Quarter 3 | Informational |
| 8.h. | Adjourn | |

Note:

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

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

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of May 6, 2026

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

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: David J. Canepa, Marie Chuang, Brooks Esser, Marina Fraser, Josh Powell, Jackie Speier

Other Board Members Absent: None

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

8.a. Call to Order

Committee Chair Ratto called the meeting to order at 2:33 pm.

8.b. Approval of Minutes of the Community Relations Committee Meeting of April 1, 2026

Motion/Second: Esser/Chuang

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

Noes: None

Absent: None

8.c. Accessible Services Update

Tina Dubost, Manager, Accessible Transit Services, stated outreach efforts to showcase available transportation opportunities for seniors and those with disabilities.

Item 8.g. was heard before Item 8.d.

8.d. Proclamation Honoring Older Americans Month

Committee Chair Ratto provided the presentation that recognized the community contributions of older Americans, noting SamTrans services as aiding in carrying out day-to-day activities and providing offerings to promote accessibility. Irene Liana and Kathy Uhl, co-chairs from the San Mateo County Commission on Aging, accepted the proclamation.

Motion/Second: Medina/Chuang

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

Noes: None

Absent: None

Public Comment

Aleta Dupree, Team Folds, commented on Older Americans Month and importance of public transit for aging population.

8.e. Citizens Advisory Committee Update

Chair Ratto stated the report is in the agenda packet.

8.f. Appointments to the Community Advisory Committee

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

Director Fraser stated Directors Fraser, Medina, and Ratto interviewed candidates on April 20 and recommended appointing Aurelio Huizar (Bus Riders), Kathleen Rubens (Bus Riders), Michael Auerbach (Community), and Jedidiah Koon (Multimodal Riders), and reappointing Alex Madrid (Multimodal Riders), for terms ending on April 30, 2029, and reappointing Ben Mangiafico (Community) for a term ending April 30, 2027, to serve on the Citizens Advisory Committee.

Motion/Second: Medina/Gee

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

Noes: None

Absent: None

8.g. Paratransit Advisory Council Update

Ms. Dubost stated Connect Bay Area Local Investment Plan presentation was received and the Council approved remote participation under SB 707.

8.h. Monthly State of Service Report | March 2026

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

- 11 preventable accidents (five District-operated and six contracted), resulting in 1.3 accidents per 100,000 miles systemwide and 0.95 accidents per 100,000 miles for District-operated
- Safely Servicing Bus Stops Safety Campaign: safe curb approach, proper boarding alignment, and awareness of surroundings
- 44 service calls total for miles between service calls (31 District operated and 13 contracted), resulting in 1.3 calls between service calls per 25,000 miles

systemwide; 1.0 service calls for diesel fleet and 2.6 service calls for zero-emission fleet

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

- Five identified paratransit preventable accidents and measurables to reduce accidents; attributable causes
- Service calls trend for aging fleet and bus parts availability for miles between service calls increasing
- Did not operate (DNO) decreased to 11
- Bus type breakdown for mileage between road calls; recalls and fleet reliability

Public Comment

Aleta Dupree, Team Folds, commented on bus kneeling, curb approach, zero-emission buses (ZEB) fleet maintenance, and types of maintenance services.

8.i. Adjourn – The meeting adjourned at 2:58 pm.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: David Olmeda, Chief Operating Officer, Bus
Tina Dubost, Manager, Accessible Transit Services

Subject: **Accessible Services Update**

Action

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

Significance

Several groups advise SamTrans on accessible service issues. The Paratransit Advisory Council (PAC) provides a forum for consumer input on paratransit issues. The Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PAC.

The PAC and the PAL meet monthly (except for August).

The minutes from the PAC and PAL meeting for May 2026 are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of May 12, 2026, Meeting

Members Present: S. Capeloto, T. Dubost, S. Lang (Vice Chair), B. McMullan (Chair), C. Santoni, K. Uhl, L. Vaserman

Members Absent: R. Agarwal, D. Do, M. Epstein

Guests Present: M. Donaldson (MV Transportation), B. Garcia (MV Transportation), C. Lun (MV Transportation), M. Ranaldson (Nelson\Nygaard, on Zoom), K. Porter-Brown (SamTrans), L. Spicer (SamTrans), M. Thomasmeyer (Nelson\Nygaard), L. Weiner

1. Call to Order and Roll Call

Ben McMullan called the meeting to order at 1:34 p.m.

PAC members and guests introduced themselves.

2. Consent Calendar

Tina Dubost made the motion to approve the minutes. Sandra Lang seconded the motion. The minutes were approved unanimously.

3. Public Comment for Items Not on the Agenda

Larisa Vaserman shared a recent experience with a dispatcher after a driver was unable to find her at the pickup spot.

4. PAC Committee Reports

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

Legislative Issues

Tina Dubost stated that there will be an update on the Governor's May revision of California's budget for FY 2026-27 at the next PAC meeting in June.

Sandra Lang noted that receiving budget updates is important.

Redi-Wheels Policy Issues

Tina Dubost provided the following updates:

- The May PAC meeting will be the last meeting in San Carlos. SamTrans is moving to its new headquarters located at 166 North Rollins Rd. in Millbrae.

- SamTrans will celebrate its 50th anniversary in September.
- Redi-Wheels is adding transit vans with rear lifts as replacement vehicles to the fleet.
- Via Assist NorCal recently launch an on-demand transportation service with wheelchair accessible vehicles in San Mateo County. Riders can book a ride using an app or by calling 650-215-6550. The service is currently free but will charge \$2 per ride for riders with disabilities and \$5 per ride for ambulatory riders. The service area spans from the City of San Mateo south to the county line.

Larisa Vaserman commented on the replacement vehicles. She noted that she loves the transit vans but knows that some drivers complain that the vans are too narrow for when there are multiple passengers with wheelchairs or walkers. Ms. Vaserman asked how SamTrans decided on transit vans.

- Tina Dubost said that they did an analysis of different vehicles and determined that the vans were the best option.

Sandra Lang commented on the zero-emissions buses and asked if there are plans to incorporate zero-emission vehicles into the paratransit fleet.

- Tina Dubost confirmed that SamTrans is looking into zero-emissions paratransit vehicles, but current options do not meet Redi-Wheels' needs.

Kathy Uhl asked if the Via Assist service is funded by SamTrans.

- Tina Dubost clarified that the service is operated by a private company and is funded by the TNC Access for All program.

Lisa Weiner asked for an update on the One Seat Ride pilot.

- Ms. Dubost confirmed that SamTrans is working with SFMTA on plans for a One-Seat Ride pilot but does not have an update yet.

4.b. Education Committee Report

Tina Dubost reported that the Education Committee meeting was held on May 5. The Committee discussed an outreach plan and ways to recruit new members.

4.c. Executive Committee Report

Tina Dubost reported that the Executive Committee met on May 5 and discussed presentations for future meetings.

Sandra Lang added that the meetings need to be accessible and that the Executive Committee wants to ensure meeting topics are relevant and interesting.

5. SamTrans / Redi-Wheels Reports

5.a. Performance Summary

Tina Dubost provided highlights from the performance report. Ridership is consistent, while no-shows and late cancels are low. On-time performance is below standards, but SamTrans is working with MV to address it.

Larisa Vaserman asked if Redi-Wheels has reached full capacity.

- Tina Dubost said that the number of people eligible for Redi-Wheels fluctuates and that if demand increases, then capacity will increase to meet demand.

5.b. Comment Statistics Report

Tina Dubost provided a summary of the comment statistics report. Ms. Dubost reminded the PAC that though comment cards will no longer be printed, riders have other options for submitting comments.

5.c. Safety Report

Matthew Donaldson reported that in April there were three preventable incidents and two nonpreventable incidents. Wheelchair securement was the safety issue of the month in April. Looking ahead, MV Transportation will focus drivers on avoiding near-collisions and providing excellent customer service

6. Updates and Items of Interest

8.a. Agencies

Carmen Santoni noted that Catholic Charities is planning a health fair that will likely be in July.

8.b. County Commissions (CoA and CoD)

Kathy Uhl reported that the Help At Home booklets have just been updated and will be distributed at the end of May. The new additions to the booklet encourage long-term planning.

Ben McMullan reminded the PAC that CoD is discussing transportation for the Big Wave housing development in Half Moon Bay.

8.c. Center for Independence (CID)

Ben McMullan stated that he is no longer part of CID but will stay on as Chair until a new Chair is selected. The PAC will need to recruit a new member from CID.

8.d. Coastside Transportation Committee (CTC)

No updates.

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

Sandra Lang reported on the May 5 TA-CAC meeting, which included motions to accept the quarterly investment report and quarterly report for on-call contracts. There was a resolution to increase the allocation of New Measure A Local Shuttle Program Funds for Skyline College's shuttle and a resolution to program and allocation Measure A funds for grade separation. The TA-CAC also received a legislative update. The next meeting will be on June 2.

8.f. Department of Rehabilitation (DOR)

Susan Capeloto mentioned that the Department of Rehabilitation will be implementing a waitlist and rating candidates based on severability of disability. The timeline is not set yet as DOR awaits approval from the Rehabilitation Services Administration.

8.g. ADA Policy Refresher

Tina Dubost reminded the PAC that there are no limits on the number of trips riders can take. Trips are not prioritized, and riders can use paratransit for any purpose.

Susan Capeloto asked if there were ever trip limitations.

- Larisa Vaserman said that some private companies that accept insurance implement trip limits.

7. Other Business

Ben McMullan clarified that he will notify the PAC when it is time to identify a new Chair.

8. Adjournment

The meeting was adjourned at 2:38 p.m.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: Josh Mello, Chief Planning Officer
David Olmeda, Chief Operating Officer, Bus
Subject: **Monthly State of Service Report - April 2026**

Action

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

Significance

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

As more customers transition to Next General Clipper accounts, the gap in ridership data continues to grow. Given that staff believe any decrease shown in the data would not be accurate, staff will be pausing public ridership reporting until the issue is resolved to limit misinformation. Cubic had indicated a goal to resolve this situation by May 31, but due to newly discovered issues, this date has been pushed out. As of this submittal, Cubic had not provided a new date.

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

Youth Unlimited Pass: For April 2026, Youth Unlimited Pass usage decreased 6.1 percent compared to April 2025.

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

- **Preventable Accidents** – There were 13 preventable accidents in April 2026 (8 from District and 5 from contracted services). The goal is to have more than 100,000 miles between preventable accidents; SamTrans did not meet its goal with 66,038 miles between preventable accidents.

- Miles Between Service Calls (MBSC)** – There were 41 service calls in April 2026 (28 from District and 13 from contracted services). The goal is to have more than 25,000 miles between service calls. SamTrans did not meet its goal with 20,939 miles between service calls. For the District’s service calls, a disproportionate number of calls are attributable to the zero-emission bus fleet. The diesel bus sub-fleet had 52,883 miles between service calls, while the zero-emission bus sub-fleet had 15,455 miles between service calls.
- On-Time-Performance (OTP)** – April 2026 systemwide OTP was 83.3 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service did not meet this goal.
- Did Not Operate (DNOs)** – In April 2026, there were 3 total DNOs. The goal is to miss less than 0.1 percent of scheduled trips. SamTrans met this goal with 0.01 percent missed trips.

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Apr-24	Apr-25	Apr-26
On-Time Performance	82.6%	83.0%	83.3%
Preventable Accidents	15	13	13
--- District	6	11	8
--- Contracted Services	9	2	5
Service Calls	32	39	41
--- District	21	17	28
--- Contracted Services	11	22	13
Trips Scheduled	41,188	48,880	49,031
Did Not Operate DNOs	6	19	3

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Apr-24	Apr-25	Apr-26
Revenue Hours (Scheduled)	53,519	60,716	59,262
Revenue Miles (Scheduled)	526,353	589,695	587,842
Total Fleet Miles (Actual)	782,126	858,398	858,496

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

SamTrans’ Miles between Preventable Accidents goal is 100,000 miles. There were 66,038 miles between Preventable Accidents this month.

SamTrans’ Miles between Service Calls goal is 25,000 miles. There were 20,939 miles between Service Calls this month.

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

Scheduled includes in-service and layover.

PARATRANSIT Operations Key Performance Indicators			
KPI	Apr-24	Apr-25	Apr-26
On-Time Performance (RW)	91.4%	87.1%	86.4%
On-Time Performance (RC)	93.0%	69.8%	94.9%
Preventable Accidents (RW)	0	6	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	6	3
Service Calls (RC)	0	0	0

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Apr-24	Apr-25	Apr-26
Revenue Miles (RW)	156,471	165,461	155,688
Revenue Miles (RC)	21,637	14,729	14,248
Fleet Miles (RW)	173,961	185,182	175,092
Fleet Miles (RC)	26,632	28,293	23,333

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Apr-24	Apr-25	Apr-26
Complaints	99	110	103
Accessibility	10	11	13
Compliments	13	14	9
Service Requests	47	30	56
Reports Total	169	165	181

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

The total number of reports for SamTrans increased 9.7% from 165 reports in April 2025 to 181 reports in April 2026.

Prepared By: Kate Christopherson, AICP Acting Manager, Service Planning and Scheduling

650-622-7877

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: Josh Mello, Chief Planning Officer
Subject: **Quarterly State of Service Report | Fiscal Year 2026 Quarter 3**

Action

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

Significance

The quarterly report provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce composition, safety, fleet, and customer experience for the period of January through March 2026 (Fiscal Year 2026 Quarter 3).

This quarter reflects service plans implemented on November 16, 2025 (Runbook 152) and on January 11, 2026 (Runbook 153). Runbook 152 adjusted some schedules to improve on-time performance and added capacity on some school-oriented routes. Runbook 153 included scheduling adjustments on two routes to improve efficiency.

Fiscal Year 2026 Quarter 3 (FY26Q3) Summary (compared to FY25Q3):

- 1.0 percent decrease in on-time performance
- 5.0 percent increase in overall operator numbers; District met its goal of 348 full-time operators
- 61.8 percent increase in miles between preventable accidents
- 23.0 percent decrease in miles between service calls
- 88.7 percent decrease in trips that did not operate
- 28.4 percent increase in customer comments per 10,000 boardings

Ridership

Clipper data continues to be incomplete during the region’s ongoing transition to Next Generation Clipper. Data for passengers using open payment (i.e. debit/credit cards) or Next Generation Clipper cards to pay for their trip cannot be verified for accuracy as part of Clipper data reporting and thus are not available for FY26Q3 SamTrans fixed route or microtransit ridership reporting.

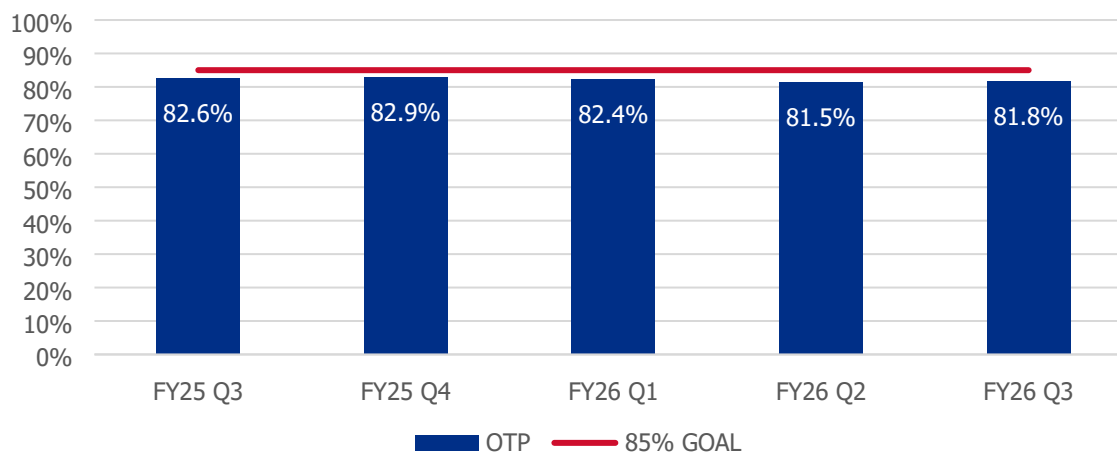
As more customers transition to Next General Clipper accounts, the gap in ridership data continues to grow. Given that staff believe any decrease shown in the data would not be accurate, staff will be pausing public ridership reporting until the issue is resolved to limit misinformation. Cubic had indicated a goal to resolve this situation by May 31, but due to newly discovered issues, this date has been pushed out. As of this submittal, Cubic had not provided a new date.

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

On-Time-Performance

Average systemwide on-time performance (OTP) for FY26Q3 was below SamTrans’ OTP goal of 85.0 percent at 81.8 percent (**Figure 1**). This represents a 1.0 percent decrease from the same quarter in the previous year. OTP for the average weekday and average Saturday were below goal at 81.4 percent and 80.0 percent, respectively. The average Sunday and average holiday OTP were above goal at 86.2 percent and 86.8 percent, respectively. The average scheduled speed was 12.8 miles per hour, which is a 0.1 percent decrease compared to the previous year.

Figure 1. On-Time Performance By Quarter

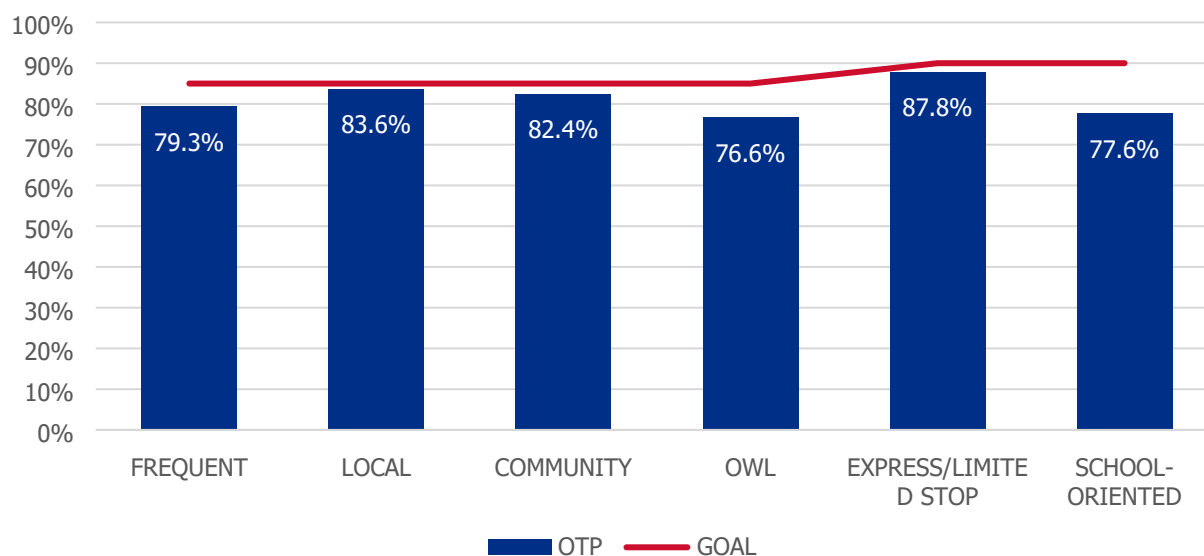


Broken down by fixed-route service category, Express and Limited Stop routes and Ride Plus¹, are above the 85 percent OTP goal. Express and Limited Stop routes had the highest average OTP at 87.8 percent. Owl routes had the lowest average OTP of 76.6 percent. Details are included in **Table 1** and **Figure 2**.

Table 1. On-Time Performance By Service Category

Service Category	FY25 Q3	FY26 Q3	%Δ
Frequent	81.2%	79.3%	-2.3%
Local	85.3%	83.6%	-2.0%
Community	88.1%	82.4%	-6.5%
Owl	73.0%	76.6%	4.9%
Ride Plus	99.0%	98.0%	-0.1%
Express and Limited	87.6%	87.8%	0.2%
School-Oriented	79.6%	77.6%	-2.5%

Figure 2. On-Time Performance By Service Category



Note: Express and Limited and School-Oriented routes have a 90 percent OTP goal. The goal for all other categories is 85 percent.

Fares

Fare data is also affected by the transition to Clipper Next Generation. Once the issues are resolved, fare data will be updated for December 2025 onward and incorporated into internal reporting systems and in future reports.

¹ Ride Plus is on time if a vehicle arrives up to five minutes from estimated pick-up time.

Operator Count

During FY26Q3, the District and Contracted Services² employed a combined total of 502 full-time fixed route operators, a 5.0 percent increase compared to the previous year. The number of District operators increased by 4.2 percent. Of the total full-time fixed route operators, 69.3 percent were District operators, 23.7 percent were CUBS operators, and 7.0 percent were Coastside operators. The District’s goal, as part of delivery of *Reimagine SamTrans*, is to increase District operator head count to 348. In Quarter 3, the District was at 100.0 percent of its goal. For details, see **Table 2**.

Table 2. Average Total Operators

Operators	FY25 Q3	FY26 Q3	%Δ
Total	478	502	5.0%
District	334	348	4.2%
CUBS	112	119	6.3%
Coastside	32	35	9.4%

Note: Quarterly employment statistics were provided by the District’s People and Culture team and MV Transportation for CUBS and Coastside services from the last week of the quarter.

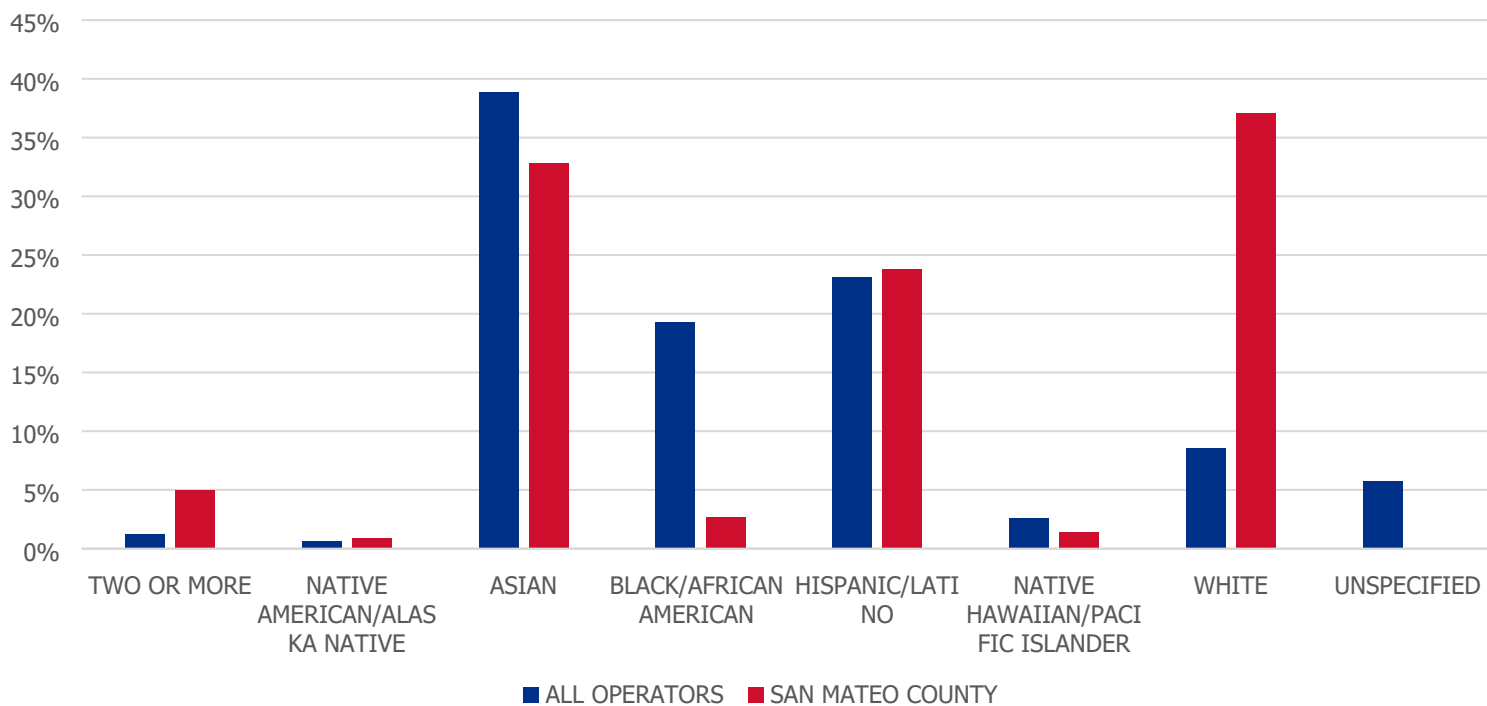
Of the District and Contracted Services operators, 12.9 percent identified as women and 87.1 percent identified as men. That is a 1.5 percent decrease in the number of women working as full-time operators year over year, and a 6.1 percent increase in the number of men.

For race and ethnicity, 85.7 percent of operators identify as persons of color and/or Hispanic/Latino. Broken down, 38.8 percent identify as Asian, 23.1 percent identify as Hispanic/Latino, 19.3 percent identify as Black/African American, 1.2 percent identify as Two or More Races, 2.6 percent identify as Native Hawaiian/Pacific Islander, 0.6 percent identify as American Indian/Alaska Native. There were 8.6 percent of operators that identified as White, and 5.8 percent preferred not to specify. See **Figure 3** for details on operator race and ethnicity.

The District monitors this data to see how closely the SamTrans operators’ demographics reflect the demographics of San Mateo County. Compared to San Mateo County Census demographics, operators identifying as Asian, Black/African American, or Native Hawaiian/Pacific Islander are overrepresented, while those identifying as White or Two or More Races are underrepresented. Operators identify as Native American/Alaskan Native or Hispanic/Latino are at similar proportions of San Mateo County demographics.

² Contracted Urban Bus Service (CUBS) and Coastside

Figure 3. Operators By Race and Ethnicity



Note: Demographic statistics may add up to more than 100 percent because people may identify as one race and one ethnicity (e.g., Black/ African American and Hispanic).

Preventable Accidents

In FY26Q3, there were 38 preventable accidents, a 37.7 percent decrease compared to the previous year. The goal is to have more than 100,000 miles between preventable accidents; this quarter, SamTrans did not meet its goal with 66,836 miles between preventable accidents. Miles between preventable accidents increased 61.8 percent when compared to the previous year. Details are included in **Table 3**.

Table 3. Preventable Accidents

	FY25 Q3	FY26 Q3	%Δ
Preventable Accidents	61	38	-37.7%
<i>District</i>	46	19	-58.7%
<i>Contracted Services</i>	15	19	26.7%
Miles Between Accidents	41,298.1	66,836.1	61.8%
<i>District</i>	39,858.3	96,255.5	141.5%
<i>Contracted Services</i>	45,713.5	37,416.8	-18.1%

Note: Of total revenue miles, the District operates approximately 70 percent and MV Transportation provides 30 percent.

Service Calls

SamTrans had 144 service calls in FY26Q3, a 30.9 percent increase from the previous year. The goal is to have more than 25,000 miles between service calls. SamTrans did not meet its goal with 17,637 miles between service calls. For details, see **Table 4**.

Table 4. Service Calls

	FY25 Q3	FY26 Q3	%Δ
Service Calls	110	144	30.9%
District	68	82	20.6%
Contracted Services	42	62	47.6%
Miles Between Service Calls	22,901.7	17,637.7	-23.0%
District	26,963.0	22,303.1	-17.3%
Contracted Services	16,326.2	11,466.4	-29.8%

Fleet in Operation

In FY26Q3, 324 buses were in operation. Approximately 77.8 percent were diesel, 7.7 percent were diesel-hybrid, 11.4 percent were battery electric, and 3.1 percent were hydrogen. For mileage operated by District buses, 78.6 percent were operated by diesel, 8.3 percent were operated by diesel-hybrid, 10.2 percent were operated by battery electric, and 2.9 percent were operated by hydrogen. For details, see **Table 5**.

Table 5. Fleet In Operation

	FY25 Q3	FY26 Q3	%Δ
Total	324	324	0.0%
Diesel	269	252	-6.3%
Diesel-Hybrid	25	25	0.0%
Battery Electric	20	37	85.0%
Hydrogen Fuel Cell	10	10	0.0%

Trips That Did Not Operate

In FY26Q3 there were 21 trips that did not operate (DNO). The goal is to have fewer than 0.01 percent of trips missed. This quarter, SamTrans met its goal with 0.01 percent of trips missed. For details, see **Table 6**.

Table 6. Trips That Did Not Operate

	FY25 Q3	FY26 Q3	%Δ
DNOs	186	21	-88.7%
District	181	8	-95.6%
Contracted Services	5	13	160.0%
DNOs per Scheduled Trips	0.13%	0.01%	-89.9%
District	0.16%	0.01%	-95.7%
Contracted Services	0.02%	0.05%	131.6%

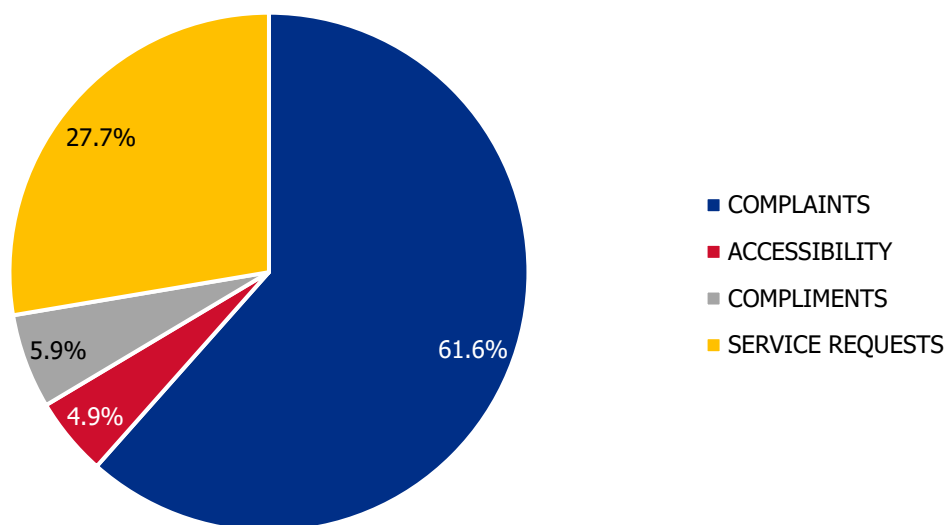
Customer Experience

In FY26Q3, SamTrans Customer Service received 593 public comments. This is a 28.4 percent increase from the same period in the previous year. Of the public comments, 61.6 percent were complaints, 4.9 percent were about accessibility, 5.9 percent were compliments, and 27.7 percent were service requests. Details can be seen in **Table 7** and **Figure 4**.

Table 7. Customer Feedback Details

	FY25 Q3	FY26 Q3	%Δ
Total	462	593	28.4%
Complaints	284	365	28.5%
Accessibility	29	29	0.0%
Compliments	33	35	6.1%
Service Requests	116	164	41.4%

Figure 4. Customer Feedback By Type



Overall, the most common themes of public comments were operator feedback (30.2 percent), pass-up (13.3 percent), and service request (12.3 percent). See **Table 8** for a comparison to the previous year.

Table 8. Most Common Public Comment Themes

FY25 Q3			FY26 Q3		
Category	Comment Type	% of Total Comments	Category	Comment Type	% of Total Comments
Operator	Complaint	29.0%	Operator	Complaint	30.2%
Pass-Up	Complaint	12.6%	Pass-Up	Complaint	13.3%
Bus Stop/ Shelter	Service Request	8.7%	Schedule Request	Service Request	12.3%
Schedule Request	Service Request	8.4%	Bus Stop/Shelter	Service Request	8.8%
No Show	Complaint	7.4%	Late	Complaint	7.6%

Most people continue to use phone and email to leave comments. 45.9 percent of comments were received by phone, 53.3 percent by email, 0.3 percent by comment card, 0.3 percent by letter, and 0.2 percent by walk-in. Details are included in **Table 9**.

Table 9. Reporting Method

Method	FY25 Q3	FY26 Q3	%Δ
Phone	194	272	-18.5%
Email	263	316	1.2%
Comment Card	2	2	-33.3%
Letter	2	2	100.0%
Walk-In	1	1	0.0%

Data shown in this report is current as of May 15, 2026.

Prepared By: Kate Christopherson, AICP Acting Manager, Service Planning and Scheduling 650-622-7877

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO



REVISED AGENDA

San Mateo County Transit District

Finance Committee Meeting

Committee of the Whole

June 3, 2026 – 2:45 pm

or immediately following the Community Relations Committee meeting

Public Hearing Room, 5th Floor

166 North Rollins Road, Millbrae, CA 94030

Committee Members: Rico E. Medina (Chair), Josh Powell, Jackie Speier

- 9.a. Call to Order
- 9.b. Approval of Minutes of the Finance Committee Meeting on May 6, 2026 Motion
- 9.c. Awarding a Contract to Universal Protection Service, LP, dba Allied Universal Security Services for Security Guard Services for a Total Not-To-Exceed Amount of \$18 Million for a Five-Year Term Motion
- 9.d. Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2027 Motion

- | | | |
|------|---------------------------------------------------------------------------------------------|---------------|
| 9.e. | Receive Quarterly Financial Report Fiscal Year 2026 Quarter 3 Results and Financial Outlook | Informational |
| 9.f. | Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 3 | Motion |
| 9.g. | Innovative Clean Transit (ICT) Update | Informational |
| 9.h. | Adjourn | |

Note:

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

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

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of May 6, 2026

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

Members Absent: None

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

Other Board Members Absent: None

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

9.a. Call to Order

Committee Chair Medina called the meeting to order at 2:58 pm.

9.b. Approval of Minutes of the Finance Committee Meeting of April 1, 2026

Motion/Second: Powell/Esser

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

Noes: None

Absent: None

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

Scott Kirkpatrick, Deputy Safety and Security, and Joan Cassman, General Counsel, provided the presentation on an indemnity clause to equally split defense and participate in County's defense of claims.

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

- Sheriff contract extension after June 30, 2025, expiration; County continued providing services while parties worked on indemnity clause
- Claims and lawsuits made over the years; none occurred in last ten years
- Equally shared claims with SamTrans' maximum obligation of \$1 million; if claims were to arise, it would derive from provision of services supplied by the County Sheriff and County dispatch 911 services

Public Comment

Aleta Dupree, Team Folds, commented on Bay Area Rapid Transit District (BART) indemnity experience, oversight, and claims.

Motion/Second: Powell/Speier

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

Noes: None

Absent: None

- 9.d. Adjourn** – The meeting adjourned at 3:27 pm.

DRAFT

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Subject: **Awarding a Contract to Universal Protection Service, LP, dba Allied Universal Security Services for Security Guard Services for a Total Not-To-Exceed Amount of \$18 Million for a Five-Year Term**

Action

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

1. Award a contract to Universal Protection Service, LP, dba Allied Universal Security Services of Burlingame, California (AUS), to provide 24-hour Security Guard Services (Services) to the District for a total not-to-exceed amount of \$18 million for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with AUS in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

Significance

Award of the proposed contract will ensure the District has 24-hour security guard services. The contract will provide the District with a well-trained, robust and stable security workforce that is knowledgeable and experienced in providing security guard services. The contract will also provide enhanced ability to monitor security operations through improved data collection, incident reporting, performance analysis, and trend monitoring, which will support more effective deployment of security resources and stronger contractor oversight. These improvements will allow the District to streamline security operations and costs, and transform from a reactive-based security program into one that is capable of being predictive, pre-emptive and resilient in response to security issues.

Budget Impact

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

Background

The current security services contract expires at the end of June 2026. In anticipation, on February 6, 2026, the District and the Peninsula Corridor Joint Powers Board (JPB) (collectively referred to as the “Agencies”) issued joint request for proposals (RFP) 26-S-J-S-068 for the Services. The RFP was advertised on the Agencies’ e-procurement website. In response to the RFP, the agencies received 16 proposals, 10 of which were found to be responsive, and six of which were found to be non-responsive to the requirements of the solicitation documents.

Responsive Proposers

- American Global Security, Inc. of Chatsworth, California
- AUS
- Blue Knight Security Group, Inc. of Rancho Cordova, California
- Diligence Security Group, Inc. of Oakland, California
- Egis Guard Company of Sacramento, California
- Good Guard Security Inc. of San Jose, California
- Kappia Security of Sacramento, California
- PalAmerican Security, Inc. of San Jose, California
- Unified Protective Services Inc. of Hawthorne, California
- Veterans High Risk Security Solutions Inc. of Los Angeles, California

A Selection Committee (Committee), composed of qualified staff from the Agencies, reviewed, scored, and ranked the proposals in accordance with the evaluation criteria set forth in the RFP.

Evaluation Criteria	Maximum Points
Company Qualifications, Experience and References	15 Points
Qualifications And Experience of Management Team and Key Personnel	15 Points
Approach to Scope of Services/Project Methodology	20 Points
Screening, Training and Licensing	25 Points
Cost Proposal	25 Points
Small Business Enterprise (SBE) Preference	5 Points
Total	105 Points

The Committee determined three firms, Diligence Security Group, Inc., PalAmerican Security, Inc., and AUS, were in the competitive range. The Committee conducted interviews and determined that AUS was the highest-ranked firm. The Committee determined that AUS possesses the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. AUS did not claim the points for SBE Preference.

Staff successfully negotiated contract terms, including prices, with AUS. Staff conducted a price analysis and determined the negotiated rates to be fair, reasonable, and consistent with those charged for similar services in the Bay Area.

The JPB Board of Directors will consider award of a separate contract to AUS for JPB-specific Services.

Prepared By: Pooja Mehra	Procurement Administrator II	650-551-6114
Scott Kirkpatrick	Deputy Director, Safety and Security	650-647-3048

Resolution No. 2026-

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

* * *

**Awarding a Contract to Universal Protection Service, LP, dba Allied Universal
Security Services for Security Guard Services for a Total Not-To-Exceed
Amount of \$18 Million for a Five-Year Term**

Whereas, on February 6, 2026, the San Mateo County Transit District (District) and the Peninsula Corridor Joint Powers Board (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 26-S-J-S-068 for Security Guard Services (Services); and

Whereas, in response to the RFP, the Agencies received 16 proposals; and

Whereas, staff reviewed all 16 proposals and found 10 to be responsive to the RFP requirements; and

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

Whereas, the Committee determined three of the proposers were within the competitive range; and

Whereas, the Committee conducted interviews with these three proposers; and

Whereas, the Committee determined that Universal Protection Service, LP, dba Allied Universal Security Services of Burlingame, California (AUS) was the highest-ranked firm; and

Whereas, AUS possesses the requisite experience and qualifications required to successfully perform the Services; and

Whereas, staff successfully negotiated contract terms, including prices; and

Whereas, staff conducted a price analysis and determined AUS’s negotiated rates to be fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to AUS to provide the Services for the District for a total not-to-exceed amount of \$18 million for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to Universal Protection Service, LP, dba Allied Universal Security Services, to provide Security Guard Services for a total not-to-exceed amount of \$18 million for a five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with AUS in full conformity with the terms and conditions of the RFP and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 3rd day of June, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Security Guard Services for the District

Item #9.c.
6/3/2026



June 3, 2026

Proposed Actions

1. **Award a contract to Universal Protection Service, LP, dba Allied Universal Security Services to provide Security Guard Services for a total not-to-exceed amount of \$18 million for a five-year term.**
2. **Authorize the General Manager/CEO or designee to execute a contract with AUS in full conformity with the terms and conditions of the RFP and negotiated agreement, and in forms approved by legal counsel.**

Contract Goal

To provide the District with a well-trained, robust and stable security workforce that is knowledgeable and experienced with providing security guard services for these District locations:

- North Base Maintenance Facility (South San Francisco)
- South Base Maintenance Facility (San Carlos)
- District Central Building (San Carlos)
- District Administrative Offices (Millbrae)
- Sequoia Station (Redwood City)
- MV Transportation (South San Francisco)

Solicitation Process

- On February 6, 2026, the District and the JPB issued a Request for Proposals 26-S-J-S-068 for Security Guard Services.
- The RFP was advertised on the Agencies' eProcurement website.
- In response to the IFB, the Agencies received 16 proposals.
- Staff reviewed these 16 proposals and determined 10 are responsive and six are non-responsive to the RFP requirements.

Solicitation Process (cont...)

- The Selection Committee reviewed, scored, and ranked these proposals and determined three are in the competitive range.
- The Committee conducted interviews and determined that Universal Protection Service, LP, dba Allied Universal Security Guard Services of Burlingame, California is the highest-ranked firm.
- AUS possesses the requisite experience and qualifications required for successful performance of the Services.

Budget Impact

- Staff conducted a price analysis and determine that AUS' negotiated rates are fair and reasonable.
- The FY2026/2027 Operating Budgets has sufficient funding to support this proposed contract.

Proposed Motion

1. **Award a contract to Universal Protection Service, LP, dba Allied Universal Security Services to provide Security Guard Services for a total not-to-exceed amount of \$18 million for a five-year term.**

2. **Authorize the General Manager/CEO or designee to execute a contract with AUS in full conformity with the terms and conditions of the RFP and negotiated agreement, and in forms approved by legal counsel.**

Thank You



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer
Mehul Kumar, Chief Information and Technology Officer

Subject: **Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2027**

Action

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

1. Determine that an independent District-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals and temporary technology consultants is unlikely to be in the District's best interest.
2. Authorize the General Manager/CEO or designee to execute contracts exceeding \$250,000 for:
 - a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
 - b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned information technology, hardware, and software;

- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
 - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.
3. Authorize the General Manager/CEO or designee to execute contracts that commit the District to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget.
 4. Authorize the General Manager/CEO or designee to execute purchase orders, contracts, and other documents and actions to give effect to the proposed resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases.
 5. Establish an aggregate, not-to-exceed limit of \$8 million for Fiscal Year (FY) 2027 for contracts authorized pursuant to the proposed resolution.
 6. Direct staff to provide a report to the Board on a quarterly basis advising of actions taken pursuant to the authority conferred by the proposed resolution.

Significance

Recurring maintenance, support, and license agreements are, by their nature, repetitive and routine, and are required to ensure the continued and effective operation of information technology assets owned by the District. The sole source purchase of additional modules to existing software or professional services to modify existing proprietary software will allow the District's changing business needs to be met in a timely manner.

Approval of this contracting authority will allow the District to pay for information technology hardware, software, licenses, maintenance and support in an amount greater than the District's approved procurement thresholds without bringing individual actions before the Board for approval. This delegation would not eliminate the requirement that all other procurement policies and procedures be followed.

Delegating this authority expedites staff's ability to continue needed operations and services in the management of the District, and reduces the time and resources otherwise required to obtain individual approval of such support and license agreements.

Further, this authority provides the District with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative purchasing programs and piggybacks. Contracts issued under this authority address

the District's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to address the District's future needs.

Budget Impact

Funds to support these purchases and services are included in the FY27 Adopted Operating and Capital Budgets, with funding from a variety of funding sources, including state, regional, and/or local revenues and grants.

Background

Pursuant to the Procurement Policy adopted by the Board in 2023 (Resolution No. 2023-36), the Board must approve any purchase of goods and services exceeding \$250,000. Since 2010, the Board has granted the General Manager/CEO authority to execute technology-related contracts and amendments that exceed this standard Board-approved contract authority threshold. Beginning in FY24, the Board approved, via one resolution, both recurring contracts and cooperative agreements.

The District has an ongoing need to refresh technology that supports all business operations. Some of the required equipment include:

- personal computers
- telecommunications equipment
- digital reprographic equipment
- computer peripherals
- server and network hardware
- software
- maintenance and support services
- installation and configuration services
- temporary technology consultants
- other related technology services

Many equipment purchases and service contracts must be renewed on an annual basis. These renewals are usually routine and predictable, and generally were competitively procured previously. Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support results in loss of software updates, and problems obtaining assistance and repair services typically needed to

keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

The types of licensing and maintenance agreements contemplated are generally unobtainable under any other method because they are proprietary to the manufacturers of the software. Similarly, many manufacturers do not allow third parties to access source code or to provide services. As a result, professional services to upgrade, modify, or add to existing software must be performed by the original manufacturer.

Procurements relating to District assets requiring payment of recurring annual or multi-year maintenance services, support, and license fees over \$250,000 may need to be accommodated in FY27, outside of cooperative purchase agreements or other pre-existing contracts.

Contracts issued by governmental entities that allow other jurisdictions to use the contract they established are called “piggybacking contracts” because they allow another agency to “piggyback” on that governmental entity’s solicitation process, contract terms and pricing. Contracts will be executed only with vendors whose contracts include piggybacking language on a basis that complies with the District's procurement authority and policy.

Various cooperative purchasing programs and piggyback purchasing are available to provide these products and services. Special districts are given statutory permission to procure competitively priced goods and services arising out of these vendor agreements. The Federal government’s General Services Administration (GSA) Schedules (also referred to as Multiple Award Schedules and Federal Supply Schedules) also may be utilized. By utilizing cooperative purchasing and piggyback contracts, the District saves considerable time and expense associated with independent procurements, which would be unlikely to yield more favorable pricing or service.

By approving this action, the Board would eliminate the need to issue contracts for new and recurring maintenance and continued operation of assets like these to be brought individually before the Board for approval.

Staff will provide a quarterly report to the Board with a summary of the contracts awarded under this delegated authority.

Prepared By: Linda Tamtum

Contract Administrator

650-508-7933

Resolution No. 2026-

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

* * *

Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of \$8 Million for Fiscal Year 2027

Whereas, the San Mateo County Transit District (District) will require personal computers, computer peripherals, telecommunications equipment, reprographic equipment, servers, switches, maintenance agreements, software licensing, continuing product support and licenses, technology consulting, and other related services throughout Fiscal Year (FY) 2027 in order to replace equipment that has reached the end of its useful life and to meet the District's current and emerging technology needs; and

Whereas, the District desires to standardize procurements and conducted them in the most cost-effective manners; and

Whereas, piggybacking on other agencies' procurements, as well as participating in cooperative purchasing consortia, allows the District to procure competitively-priced technology systems equipment and related services; and

Whereas, the District's software license, maintenance, and support agreements for the information technology assets in use are, by their nature, repetitive and routine; and

Whereas, the District requires professional services necessary to expand or modify previously competitively procured proprietary software when an original provider is the only source of such services; and

Whereas, the District also requires Information Technology (IT) staff augmentation services to support IT specific projects; and

Whereas, staff recommends that the District participate in the cooperative purchasing programs and piggyback purchasing, to the extent such programs fully comply with the District's procurement authority and policy; and

Whereas, staff further recommends that the General Manager/CEO or designee be authorized to execute contracts and amendments that exceed \$250,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing to meet the District's personal computer/server, telecommunications, and other related technology equipment and professional service requirements for FY27, pursuant to the terms and conditions of each cooperative purchasing program's vendor agreements or piggyback agreement; and

Whereas, staff further recommends that the General Manager/CEO or designee be authorized to execute contracts and amendments that exceed \$250,000 with original equipment manufacturers, product licensors, their authorized distributors and consultants, and IT professional services and staff augmentation to meet the District's technology requirements for FY27, pursuant to the District's statutory procurement authority and procurement policy; and

Whereas, finally, staff recommends limiting the purchasing authority established by this Resolution to an aggregate, not-to-exceed amount of \$8 million for FY27.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby:

1. Determines that an independent District-initiated solicitation process for each purchase, lease and/or rental of new personal computers, computer and telecommunications equipment and services, digital reprographic equipment, hardware, software, licensing and maintenance agreements, computer peripherals, and temporary technology consultants is unlikely to be in the District's best interest; and
2. Authorizes the General Manager/CEO or designee to execute contracts and amendments exceeding \$250,000 for:
 - a. Technology systems equipment and related services through District-approved cooperative purchasing programs and piggyback contracts to meet the District's technology equipment and services requirements, pursuant to the terms and conditions of each cooperative purchasing program vendor agreement or piggyback agreement, and to the extent that each cooperative purchasing program, each vendor agreement, and each piggyback contract fully complies with the District's statutory procurement authority and procurement policy;
 - b. New or additional software licenses or license renewals, maintenance, product support, or related professional services through original equipment manufacturers, product licensors, or their authorized distributors or consultants to permit continued effective use and upkeep of District-owned

- information technology, hardware, and software;
- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
 - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services; and
3. Authorizes the General Manager/CEO or designee to execute contracts and amendments that commit the District to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year's resolution's requested budget; and
 4. Authorizes the General Manager/CEO or designee to execute purchase orders, contracts, amendments, and other documents and actions to give effect to this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and
 5. Establishes an aggregate, not-to-exceed limit of \$8 million for Fiscal Year 2027 for contracts and amendments authorized pursuant to this Resolution; and
 6. Directs staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Regularly passed and adopted this 3rd day of June, 2026, by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Authority to Execute Information Technology Contracts and Amendments

Item #9.d
6/3/2026



June 3, 2026

Background

- Since 2010, the Board has granted the General Manager/CEO or designee authority to execute information technology contracts and amendments in the formal threshold (currently, contract value greater than \$250,000)
- For FY2024, the Board approved one resolution rather than breaking the items below into two separate resolutions:
 - Licenses, maintenance services, and professional services; and
 - Cooperative programs and piggyback contracts

Historical Authority vs. Spend

Fiscal Year	Authority	Committed
FY2024	\$8 Million	\$7,845,162.96
FY2025	\$8 Million	\$7,158,761.35
FY2026 (Through Qtr 3)	\$8 Million	\$4,730,295.33

Sample Contracts and Amendments Executed Under this Authority

Contractor	Description	Contract Value
ePlus	Darktrace AI Cybersecurity Subscription for 3-years	\$316,500.00
Presidio Network Solutions, Inc.	Head Quarters Network Equipment	\$796,679.13
SHI International	Microsoft 365 and other online products	\$853,019.03

Budget Impact

These purchases will be funded by the current and future operating and/or capital budgets.

Proposed Motion

- Staff recommends that the Board continue to grant the General Manager/CEO or designee authority execute information technology contracts and amendments in the formal threshold for an aggregate not-to-exceed \$8 million for fiscal year 2027, as outlined in the proposed Resolution.
- Continue to direct staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this proposed Resolution.

Thank You



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

Subject: **Receive Quarterly Financial Report Fiscal Year 2026 Quarter 3 Results and Financial Outlook**

Action

This is an informational item.

Discussion

The San Mateo County Transit District (District) ended Fiscal Year (FY) 2026 Quarter 3 with a surplus of \$38.9 million, which is \$17.1 million favorable compared to the budgeted surplus of \$21.8 million. This favorable variance was primarily driven by higher investment income, one-time income including insurance reimbursements and clean vehicle credits, timing-related savings in non-labor expenses, lower than budgeted contract costs in the Contracted American Disability Act (ADA) Programs, and reduced service level in the Multi-Modal Transit Programs.

Sources:

As of March 31, 2026, total sources were \$247.7 million, compared to the adopted budget of \$246.2 million, resulting in a favorable variance of \$1.5 million (0.6 percent).

- **Operating Revenue** reflected a favorable variance of \$0.9 million (1.8 percent), primarily due to:
 - **Investment Interest Income** was \$3.5 million (25.9 percent) favorable due to higher-than-expected interest rates and balances. We expect this favorability to remain.
 - **Other Income** was \$1.7 million (589.4 percent) favorable driven by a one-time \$0.7 million insurance reimbursement and \$0.7 million in IRS clean vehicle credits.
 - **Agency Indirect Administrative Recovery** was \$4.5 million (16.4 percent) unfavorable, due to timing of cost recovery for managing agency services and lower-than-projected Caltrain capital project expenditures.
- **Operating Assistance** reflected a favorable variance of \$1.7 million (1.0 percent), driven by higher-than-anticipated Proposition A and Measure W Sales Tax receipts, reflecting conservative sales tax budget assumptions considering tariff concerns and policy

uncertainty. This favorable variance was partially offset by the FY25 State Transit Assistance (STA) recession recognized in FY26 due to lower Bay Area receipts.

- **Multi-Modal Transit Program Operating Assistance** reflected an unfavorable variance of \$1.5 million (23.6 percent), due to lower shuttle cost recovery resulting from adjusted Commute.org service levels in response to lower-than-anticipated funding and demand from partner agencies. The adjustment in service levels led to corresponding decreases in both recovery revenues (Sources) and operating costs (Uses).

Uses:

As of March 31, 2026, total uses were \$208.8 million, compared to the adopted budget of \$224.4 million, reflecting a favorable variance of \$15.6 million (7.0 percent).

- **Labor** reflected an unfavorable variance of \$0.2 million (0.2 percent), due to:
 - **Wages and Benefits** were \$1.1 million (1.2 percent) unfavorable, driven by:
 - \$1.8 million for increased Bus Operator staffing and overtime due to higher service mileage and overtime requirements,
 - \$0.6 million higher Bus Maintenance demand associated with zero-emission bus training and aging fleet conditions, offset by
 - \$1.3 million in savings from administrative vacancy savings.
 - **Indirect Administrative and Overhead Costs-Labor** was \$0.9 million (10.8 percent) favorable due to timing-related savings and a lower Agency Indirect Allocation (AIA) rate following the finalization of FY26 Indirect Cost Allocation Plan (ICAP).
- **Purchased Transportation** reflected a favorable variance of \$4.2 million (8.4 percent), driven by:
 - **Contracted American Disability Act (ADA) Programs** was \$2.5 million (16.9 percent) favorable, driven by negotiated lower than budgeted hourly rates.
 - **Contracted Multi-Modal Transit Programs** was \$1.6 million (23.6 percent) favorable due to adjusted Commute.org service levels in response to lower-than-anticipated funding and demand, resulting in lower operating expenditures.
- **Contracted Services** reflected a favorable variance of \$7.2 million (27.9 percent), primarily driven by lower Property Maintenance, Professional Services, and Technical Services costs. The variance reflects delayed project starts and timing lags from vendor invoicing and payment processing, and these expenses are expected to align more closely with the budget by fiscal year-end.

- **Other Non-Labor** reflected a favorable variance of \$3.6 million (14.3 percent), primarily driven by lower-than-anticipated claims activity in the reporting period, timing-related AIA savings and a lower AIA rate following the finalization of FY26 ICAP, along with lower utilization of as-needed employee programs, and timing differences in travel related expenses and membership dues.

Fiscal Year 2026 Year-End Outlook

The spring forecast projects the District to end FY26 with a \$13.4 million surplus, \$8.5 million favorable to the budgeted \$4.9 million surplus. The favorability is driven by a combination of one-time revenue gains and operational cost controls, partially offset by lower-than-budgeted AIA Recovery, and higher labor and energy costs.

While this improves the District's near-term financial position, a portion of the favorable sources and uses is not expected to be recurring or sustainable. As discussed at the Board Workshop, the District is expected to face a structural operating deficit in future years.

Budget Impact

This is an informational item. There is no budget impact.

Prepared By: Cleo Liao	Manager, Budgets	650-508-7756
Emily Wei	Budget Analyst III	650-508-6230



**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF MARCH 31, 2026**

(In thousands)

	YEAR-TO-DATE MARCH				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
Passenger Fares	\$ 9,759	\$ 9,452	\$ (307)	(3.2%)	\$ 13,087
Rental Income	2,232	2,792	560	25.1%	2,976
Investment Interest Income	13,423	16,895	3,472	25.9%	17,960
Advertising Income	579	579	(1)	(0.1%)	773
Other Income	296	2,040	1,744	589.4%	395
Agency Indirect Administration Recovery	27,477	22,979	(4,498)	(16.4%)	38,999
Subtotal: Operating Revenue	53,766	54,736	970	1.8%	74,189
Prop A Sales Tax	86,671	88,688	2,018	2.3%	114,856
Measure W Sales Tax	43,335	44,162	826	1.9%	57,428
Transportation Development Act (TDA) Transit Fund	38,845	38,845	-	0.0%	51,793
State Transit Assistance (STA)	6,998	5,839	(1,159)	(16.6%)	9,330
Operating Grants	1,012	1,052	40	3.9%	3,285
Subtotal: Operating Assistance	176,861	178,586	1,725	1.0%	236,692
Transportation Development Act (TDA) 4.5 Redi-Wheels	2,044	2,044	-	0.0%	2,726
State Transit Assistance (STA) - Paratransit	759	759	-	0.0%	1,011
SMCTA Measure A Redi-Wheels	3,467	3,467	-	0.0%	4,594
Measure M Paratransit	-	-	-	0.0%	1,200
Operating Grants - American Disabilities Act	1,906	1,888	(18)	(0.9%)	3,812
Subtotal: American Disabilities Act Operating Assistance	8,176	8,158	(18)	(0.2%)	13,344
Employer SamTrans Shuttle Funds	6,428	4,912	(1,516)	(23.6%)	8,570
Subtotal: Multi-Modal Transit Program Operating Assistance	6,428	4,912	(1,516)	(23.6%)	8,570
Pass-Through to Other Agencies	1,017	1,318	302	29.7%	1,356
TOTAL - SOURCES	\$ 246,248	\$ 247,711	\$ 1,463	0.6%	\$ 334,151
USES					
Wages & Benefits	97,386	98,524	(1,139)	(1.2%)	129,447
Indirect Admin and Overhead Costs - Labor	8,264	7,368	896	10.8%	11,488
Subtotal: Labor	105,649	105,892	(243)	(0.2%)	140,935
Contracted Urban Bus Service	28,323	28,207	116	0.4%	37,764
Contracted American Disability Act Programs	14,671	12,194	2,477	16.9%	19,561
Contracted Multi-Modal Transit Programs	6,643	5,077	1,566	23.6%	8,858
Non-Labor Subtotal - Purchased Transportation	49,637	45,478	4,159	8.4%	66,183
Vehicle Maintenance (Contracted)	1,397	754	643	46.0%	1,677
Property Maintenance	3,324	1,941	1,383	41.6%	4,449
Professional Services	7,359	5,658	1,700	23.1%	12,324
Technical Services	5,772	3,858	1,914	33.2%	7,827
Security and Law Enforcement	4,127	3,626	501	12.1%	6,836
Ticketing and Fare Collection	996	598	398	40.0%	1,328
Other Services	2,905	2,215	690	23.8%	4,642
Non-Labor Subtotal: Contracted Services	25,881	18,651	7,230	27.9%	39,084



SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF SOURCES AND USES
FISCAL YEAR 2026
AS OF MARCH 31, 2026

(In thousands)

	YEAR-TO-DATE MARCH				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
Bus Fuel and Energy	6,617	5,874	743	11.2%	9,007
Bus Parts and Materials	3,503	3,405	98	2.8%	4,654
Uniforms and Bus Operator Expense	478	357	121	25.3%	639
Office Supplies / Printing	634	236	398	62.8%	840
Non-Labor Subtotal: Materials & Supplies	11,231	9,872	1,360	12.1%	15,140
Telecommunication	691	566	125	18.1%	921
Other Utilities	1,607	1,781	(174)	(10.8%)	2,142
Non-Labor Subtotal: Utilities	2,297	2,346	(49)	(2.1%)	3,063
Workers Compensation	3,881	3,578	303	7.8%	5,174
Insurance	3,150	3,366	(216)	(6.9%)	4,200
Contracted Urban Bus (CUB) Insurance	1,489	1,543	(54)	(3.6%)	1,985
American Disabilities Act Insurance	1,301	1,284	17	1.3%	1,735
Claims Reserves and Payments	2,263	1,423	839	37.1%	4,625
Contracted Urban Bus (CUB) Claims Reserves and Payments	-	187	(187)	100.0%	-
Promotional Advertising and Events	611	356	255	41.8%	815
Banking and Transaction Fees	413	354	60	14.4%	536
Leases and Rentals	1,428	1,983	(555)	(38.9%)	4,161
Employee Programs	1,187	482	706	59.4%	1,575
Training and Business Travel	788	298	490	62.2%	1,023
Dues and Membership	241	119	122	50.5%	302
Other Expenses	133	76	56	42.6%	176
Indirect Admin and Overhead Costs - Non-Labor	8,736	6,919	1,817	20.8%	13,054
Non-Labor Subtotal: Other	25,620	21,968	3,652	14.3%	39,362
Debt Service	2,548	2,548	0	0.0%	18,595
Pass Through to Other Agencies	1,017	1,318	(302)	(29.7%)	1,356
TOTAL - OPERATING USES	223,880	208,073	15,807	7.1%	323,717
Operating Reserve	-	-	-	0.0%	4,803
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	524	680	157	29.9%	698
Subtotal - Allocations & Contributions	524	680	157	29.9%	5,502
TOTAL - USES	\$ 224,404	\$ 208,754	\$ 15,650	7.0%	\$ 329,219
SURPLUS/(DEFICIT)	\$ 21,844	\$ 38,957	\$ 17,113	78.3%	\$ 4,932
Draw from Prior Year's Measure W	-	-	-	0.0%	-
Draw from Prior Years' Surpluses	-	-	-	0.0%	-
ADJUSTED SURPLUS/(DEFICIT)	\$ 21,844	\$ 38,957	\$ 17,113	78.3%	\$ 4,932



Quarterly Financial Report Fiscal Year 2026 Quarter 3 Result

Item #9.e.
6/3/2026



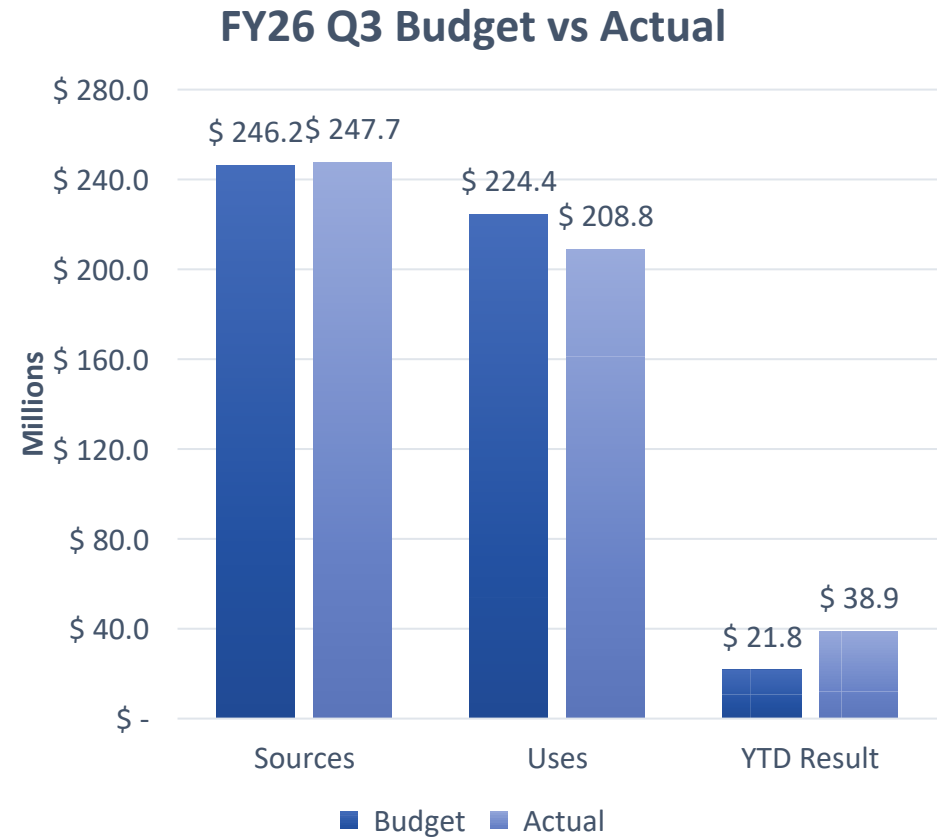
Board of Directors | June 3, 2026

Agenda

1. FY26 Quarter 3 Financial Performance
2. Fuel and Hedge Forecast
3. FY26 Year-End Forecast
4. Next Steps

FY26 Quarter 3 Performance

- **YTD Result:** \$38.9M surplus, favorable \$17.1M to budget
- **Sources:** \$247.7M, favorable \$1.5M
- **Uses:** \$208.8M, favorable \$15.6M
- **Year-End Considerations:** Favorable Q3 driven by revenue performance and timing-related costs savings. Some of the cost savings are expected to normalize by year-end. Staff will continue monitoring conditions.



Q3 Highlights and Outlook

Q3 Highlights

- Sources
 - ↑ • Investments yielded higher returns
 - ↑ • Favorable sales tax performance
- Uses
 - ↑ • Labor: Bus Operators staffing and overtime + Mechanics overtime
 - ↓ • Non-Labor: Temporary timing-related savings

Heading Into Year-End

- Some favorable variances expected to normalize in Q4
- Operating costs continue to outpace revenue growth
- Focus remains on managing costs and monitoring revenue trends

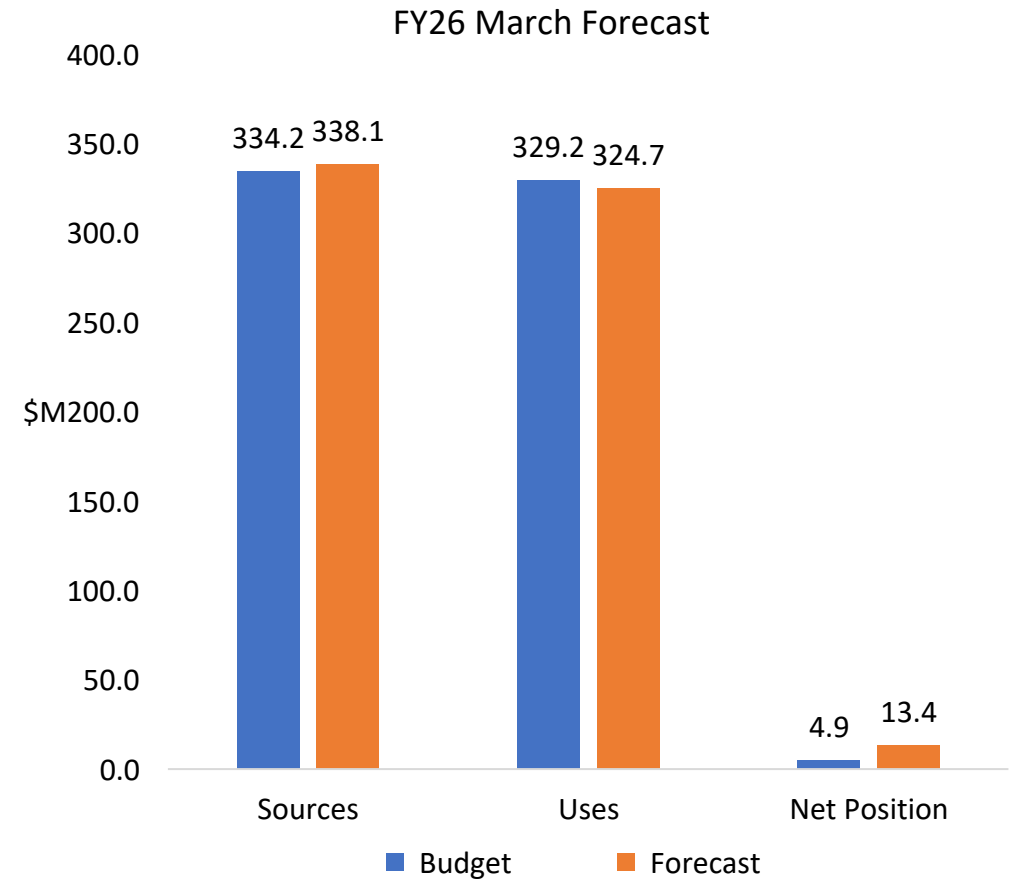
FY26 Fuel and Hedge Forecast

- **History:** Diesel Fuel Hedging Program established May 2020
- **Purpose:** Reduce exposure to diesel fuel price volatility and support budget stability
- **Mechanics:** Fuel hedge contracts tied to diesel market pricing

Key Metric	FY26 Budget	FY26 Forecast	Forecast vs. Budget
Diesel Fuel Costs	\$4.1M	\$5.9M	(\$1.8M)
Unrealized Fuel Hedge Gains	\$0	\$0.8M	\$0.8M
Net Costs	\$4.1M	\$5.1M	(\$1.0M)

Forecast: FY26 Year-End

- **Sources:** \$3.9M favorable
- **Uses:** \$4.5M favorable
- **Net Position:** \$8.5M
projected better than budget
\$13.4M surplus



Next Steps

- **September**
 - FY26 Preliminary Year-End Results
- **December**
 - FY26 Annual Comprehensive Financial Report

Thank You



**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/Chief Executive Officer

From: Ladi Millard-Olmeda, Interim Chief Financial Officer

Subject: **Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 3**

Action

Staff recommends the San Mateo County Transit District (SamTrans) Board of Directors (Board) accept the quarterly fuel hedge update report for Fiscal Year 2026 Quarter 3.

Background

The Diesel Fuel Hedging Program was implemented in May 2020 for SamTrans and is designed to minimize large budget variances resulting from the volatility of diesel fuel prices. An effective hedging strategy can increase budget certainty and facilitate a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as it relates to SamTrans' annual budget.

Executive Summary: Fiscal Year 2026 Quarter 3 (FY26Q3) Fuel Hedge Update

The San Mateo County Transit District (SamTrans) Diesel Fuel Hedging Program continues to achieve its primary objectives of mitigating financial risk and providing budget stability during the transition to a zero-emission fleet.

In FY26Q3, the program generated significant realized gains, helping offset market volatility and stabilize fuel costs. Although diesel consumption remains above budget due to delays in zero-emission bus (ZEB) deployment, current hedge positions continue to provide a strong financial cushion for the remainder of FY26 and into FY27.

Significance

The purpose of this report is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for San Mateo County Transit District (SamTrans). Staff are exploring options to shift part of the diesel fuel hedge toward hydrogen and electricity as SamTrans transitions to a zero-emission fleet.

Under this Program, staff will continue to work with Linwood Capital, LLC to:

- Secure new diesel fuel hedge contracts as market conditions permit.
- Evaluate timing and feasibility of implementing alternative hedge programs related to zero-emission vehicles.

- Modify the diesel hedge size to safeguard SamTrans' fuel budget from market volatility, while accounting for reduced diesel usage during the transition to a zero-emission fleet.

Under the current ICT transition plan, diesel fuel consumption is expected to decline steadily in accordance with the diesel bus replacement schedule. As additional zero-emission buses (ZEBs) are delivered and placed into service in the upcoming fiscal years, our reliance on diesel fuel will continue to diminish.

FY26Q3 Fuel Hedge Performance

- In FY26Q3, the fuel hedging program realized a net gain of \$303,415. This is approximately \$0.88 per gallon of realized gain on 342,885 consumed gallons for the quarter. The gain reflects the difference between the hedged price and the actual market price of fuel during the period, which can fluctuate based on market conditions. During the quarter, the approximate cost of fuel before taxes and fees and after the effect of the hedge was \$2.47 (Hedged Rate \$/Gallon).
- For the Fiscal Year 2026 Quarter 2(FY26Q2) there was a realized net gain of \$28,761 or \$0.07 per gallon on 398,545 gallons of consumption with a cost before taxes and fees and after hedging of \$2.87 (Hedged Rate \$/Gallon).

The FY26Q3 results reflect realized gains, which is in line with expectations as we anticipate incurring gains approximately half of the time, with losses anticipated in other periods. The primary purpose of the hedge is to manage financial risk, not speculate or make investment gains. Any loss or gain from the hedge offsets fluctuations in the fuel prices and helps SamTrans to smooth the impact of market volatility.

FY26Q3 Hedge Program Asset Information

- The futures account value of \$4,036,037 as of March 31, 2026 consists of:
 - \$200,000 in net cash contributions by SamTrans since inception in May 2020
 - \$262,506 in cumulative net interest income since inception (\$14,330 of which was earned in FY26Q3)
 - \$2,052,535 in realized net gains (decreased fuel cost) since inception.
 - \$1,520,996 in unrealized gain (contingent future decreased fuel cost), up by \$1,515,381 from \$5,615 on December 31, 2025
- As of December 31, 2025, the future account value was \$2,202,912. The value increased by \$1,833,125 during FY26Q3.

FY26 Prospective

- For the 4th Quarter of Fiscal Year 2026 (Q4FY26) there is an unrealized gain of \$443,797 which is \$1.49/gallon on all projected consumption. This assumes projected consumption of 298,589 gallons for Q4FY26 at an average price of \$2.97 per gallon, net of fuel hedge before taxes and fees. The actual consumption of diesel has been greater than the budgeted amount, due to delays in deploying Battery Electric Buses (BEBs) and Hydrogen Fuel Cell Electric Buses (FCEBs), resulting in continued reliance on diesel fleets.
- For FY26, approximately 84 percent of the remaining anticipated fuel usage of 298,589 gallons is hedged. Hedging at 77 percent on a tax adjusted basis allows SamTrans to balance budget certainty with operational flexibility in case fuel consumption is lower than anticipated (rollout of ZEBs or service adjustments). The projected cost for the remainder of FY26 excluding taxes and fees and including the hedge is \$2.97 (Hedged Rate \$/Gallon).

FY27 Prospective

- For FY27, there is an unrealized gain of \$969,083 which is \$0.81/gallon on all projected consumption. This assumes projected consumption of 1,197,636 gallons for FY27 at an average price of \$2.74 per gallon, net of fuel hedge before taxes and fees.
- For FY27, approximately 90 percent of the remaining anticipated fuel usage of 1,197,636 gallons is hedged on a tax adjusted basis.

Key Takeaways

Financial Performance

- **Quarterly Gain:** Realized a net gain of **\$303,415** (\$0.88/gallon) for FY26Q3.
- **Portfolio Strength:** The futures account value grew to **\$4,036,037**, supported by over \$2 million in cumulative gains since inception.
- **Future Projections:** Anticipates further unrealized gains of **\$443,797** for FY26Q4 and **\$969,083** for FY27.

Operational Transition and Risk Management

- **Fuel Pivot:** Staff are evaluating a shift from diesel hedges toward **hydrogen and electricity** to support the ZEB transition.
- **Strategic Coverage:** Currently hedging **84 percent** of remaining FY26 and **90 percent** of FY27 fuel usage to maintain budget certainty.

- **Risk Mitigation:** The program remains a non-speculative tool designed strictly to smooth market volatility impact

Budget Impact

There is no impact on the budget.

Prepared By: Daniel Yap

Senior Financial Analyst

650-508-6405

**San Mateo County Transit District
Staff Report**

To: Finance Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Bus
Subject: **Innovative Clean Transit (ICT) Update**

Action

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

Significance

Staff reviewed progress on infrastructure modifications required to operate and maintain zero-emission buses, as well as provided updates on the zero-emission bus performance, and sought feedback for the next 62 bus procurement at the February 12, 2026 Special Board of Directors Meeting.

At the upcoming June 3, 2026 meeting, staff will provide additional information requested by the Board at the February 2026 Special Board meeting, and will seek Board input regarding the procurement strategy to replace 62 buses that have reached the end of their useful lives.

Budget Impact

There is no impact to budget.

Background

Board approved the amended ICT Plan in December 2023 which incorporated the acquisition of fuel cell battery electric buses (FCEB) in conjunction with the battery electric buses (BEB), already outlined in the plan. The blended approach of two technologies provides the District with an opportunity to operate and evaluate both California Air Resource Board (CARB) approved zero-emission propulsion technologies.

The District has (62) buses that reached the end of their twelve-year useful lives in 2025. Historical lead-time to replacement buses is 14 to 18 months, prior to supply chain challenges and increased tariffs. In today's market bus replacement varies from 18 to 30 months, depending on the propulsion technology selected.

Prepared By: David Olmeda Chief Operating Officer

650-508-6252

Innovative Clean Transit Update

Item #9.g.
6/3/2026



June 3, 2026

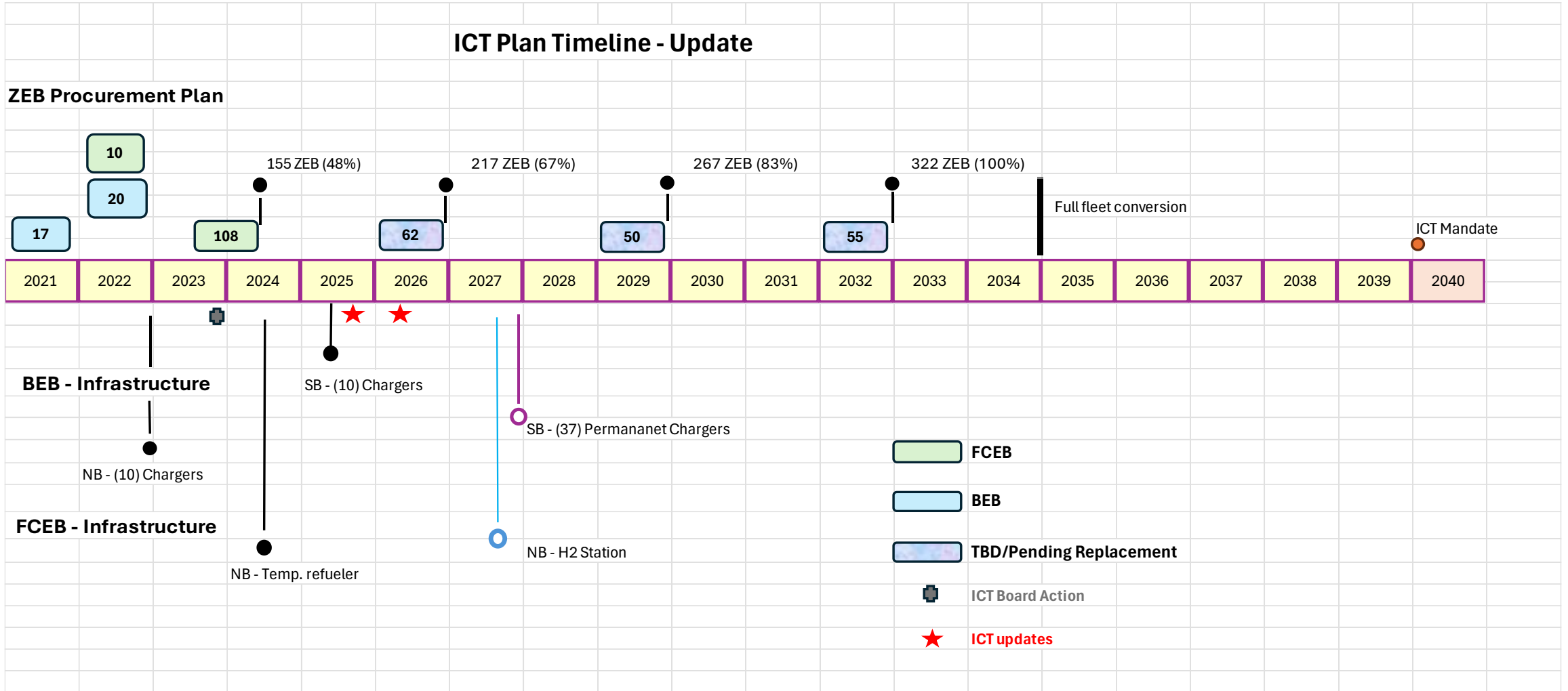
Agenda

- Innovative Clean Transit (ICT)
 - ICT Rollout Procurement Schedule
- Zero Emission Bus Performance (FCEBs and BEBs) – Update
- Next Bus Replacement; 62 buses
 - Full pause on ICT – purchase all diesel
 - Recap from Special Feb 2026 Board meeting regarding options for the next procurement
- Staff Recommendation
- Next steps in ICT deployment

Innovative Clean Transit (ICT)

- Original ICT Plan approved by the Board in December 2020
 - Fleet replacement with battery electric buses (BEB); full ZEB adoption by 2038
- Board approved an amended ICT Plan in December 2023
 - Introduced fuel cell electric buses (FCEB) for a blended fleet and added paratransit vehicles to the District plan
 - New plan anticipated full ZEB adoption by 2034; currently at 48% completion
- Progress after ICT Plan amendment (2023)
 - Procured 108 FCEB and a mobile H2 re-fueler, completed (4) NB maintenance bay modifications. Next: NB H2 fueling station and sea level rise mitigation
 - SB infrastructure: (10) BEB plug-in chargers, and construction of (37) BEB pantograph charging stations

ICT Rollout Procurement Schedule



ZEB Performance June 2026 Update

Model	Daily Availability	Issues
Clean Diesel	88.0% (Dec. '24 – April '26)	Aging fleet (some sub-fleets exceeding useful life)
New Flyer FCEB	54.0% (Feb. '25 – April '26)	Hydrogen fuel cell coolant leak and H2 pressure regulator (corrected)
New Flyer BEB	48.5% (Dec. '24 – April '26)	Battery recall; interim monitoring software reduces charging capacity and range.
Gillig BEB	85.5% (June '25 – April '26)	Air compressor failures (being remedied)

Next Bus Replacement; 62 buses

- Proposed options at the Feb 2026 Board Workshop: Bus procurement strategies; replacement of 25 (2013) Diesel Hybrid Buses and 37 (2014) Clean Diesel Buses:
 - **Follow Existing ICT Plan**
 - **Option A:** Modify ICT Plan w/ limited procurement of 25 buses
 - **Option B:** Delay ICT Plan, purchase 62 diesel buses
 - **Option C:** Delay ICT Plan, delay procurement by up to three years
- Information requested at the Feb 2026 Workshop: Full pause on ZEB purchases, select a diesel path through 2040; determine financial impacts

Full pause on ICT – purchase all diesel

Scenario	Procurement Options	Pros	Cons
<p>Full Pause on ZEB Purchases</p>	<ul style="list-style-type: none"> In 2026, purchase (62) diesel buses In 2029, purchase (50) diesel buses In 2033 purchase (55) diesel buses ✓ If CARB approves, District would have up to 105 diesel buses in 2040 * 	<ul style="list-style-type: none"> Operate and maintain a smaller number of ZEBs (48% of the fleet) Use existing ICT progress to obtain CARB exemption Utilize formula funds for procurement (80% Fed, 20% Dist.) Lower capital cost per vehicle 	<ul style="list-style-type: none"> ICT full implementation extends beyond 2040 CARB must approve procurements (<50% in 2026, and <100% in 2029, and in 2033) Underutilizes zero emission investments in infrastructure (H2 fueling station and electric chargers at NB and SB) Current diesel infrastructure at risk (beyond useful life 40+ years)

*Replacement of the 105 diesel buses would then be done as their useful lives end. No need to replace them immediately in 2040.

Next 62 Bus Procurement Options – stay the course

Scenario	Procurement Options	Pros	Cons
<p>Follow Existing ICT Plan</p>	<p>Purchase 62 FCEBs</p>	<ul style="list-style-type: none"> Completed H2 fueling infrastructure and obtained fueling capacity for up to 170 FCEB 	<ul style="list-style-type: none"> Developing technology; limited operational history Reliance on single vendor (NewFlyer) for bus manufacturing and technical support Remaining \$27M funding gap Major technology issues could impact fleet availability Private sector pulling back from hydrogen Hydrogen (H2) fuel cost (remain unstable) New buses have longer lead times (24-30 mon.) Delay in bus replacement adds additional maintenance costs estimated to be \$4.1-\$5.0M

Next 62 Bus Procurement Options – OPTION A

Scenario	Procurement Options	Pros	Cons
<p>Modify ICT Plan w/limited procurement</p>	<p>Purchase only (25) BEBs; delay procurement of (37) diesel buses up to 2028</p>	<ul style="list-style-type: none"> • Does NOT require a CARB exemption • Reduces hybrid engine replacement (at 185,000 miles interval) and removes the most vulnerable buses from daily operations • Utilizes existing BEB infrastructure • SamTrans exceeds ICT’s replacement requirement • Full funding available for 25 buses • Replacement buses arrive in 18-20 months 	<ul style="list-style-type: none"> • (37) remaining diesel buses could incur higher major bus components costs (exceeding useful life) • Estimated additional maintenance costs \$1.8-\$2.7M awaiting replacement of (37) diesel buses

Next 62 Bus Procurement Options – OPTION B

Scenario	Procurement Options	Pros	Cons
Delay ICT Plan	Purchase 62 clean diesel buses	<ul style="list-style-type: none"> • Similar diesel technology to the legacy sub-fleets • Lower vehicle capital cost compared to FCEBs and BEBs 	<ul style="list-style-type: none"> • Requires CARB exemption • Possible loss of ZE funds. 80% of the costs will be covered by FTA grants, 20% match must use District’s funds because there are no discretionary grants/funds available • Delays ICT full implementation • Cost of renewable diesel is currently volatile and increasing (global market) • Estimated additional maintenance costs \$4.1-\$5.0M awaiting replacement buses (20-24 mo.) • Current diesel infrastructure at risk (beyond useful life 40+ years)

Next 62 Bus Procurement Options – OPTION C

Scenario	Procurement Options	Pros	Cons
<p>Delay ICT Plan, delay procurement by up to three years</p>	<p>Delay the procurement of 62 buses by 1-3 years</p>	<ul style="list-style-type: none"> • Opportunity to extend performance evaluation and technology maturity of ZEBs • Assess industry progress/opportunities • No negative effect on ICT compliance 	<ul style="list-style-type: none"> • Increased risk of major bus component failures, particularly with hybrid drivetrains • Risk in fleet availability • ICT full implementation becomes uncertain • Current diesel infrastructure at risk (beyond useful life 40+ years) • Estimated additional maintenance costs \$5.0-\$6.0M awaiting replacement buses (30-36 mo.)

Summary of Options

	Technology	Infrastructure	O&M Cost	Bus Funding Gap
Option A	+	+	\$1.8-\$2.7M	BEBs Fully Funded
Option B	?	+	\$4.1-\$5M	20% Match (\$12.4M)
Option C	N/A	N/A	\$5-\$6M	N/A
Follow Existing ICT Plan	?	+	\$4.1-\$5M	\$27M

Staff Recommendation

Option A – Modify ICT Plan w/limited procurement of 25 BEB buses (replaces hybrid buses)

- Provides timely replacement for the most vulnerable sub-fleet (Hybrid buses). Reduces capital expenses in refurbished parts
- Utilizes existing secured funds (state and federal formula funds)
- Utilizes investments in infrastructure
- Reduces bus maintenance learning curve

Next Steps in ICT Plan Deployment

- If Board approves staff recommendation to procure (25) buses, staff will bring an action item in Fall 2026
 - Seek a piggyback procurement options to expedite bus replacements
- Continue to work thru the challenges of zero emission implementation
- Continue infrastructure improvements

QUESTIONS?

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO



REVISED AGENDA

San Mateo County Transit District

Legislative Committee Meeting Committee of the Whole

June 3, 2026 – 3:00 pm

or immediately following the Finance Committee meeting

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

Committee Members: Marina Fraser (Chair), Peter Ratto, David J. Canepa

- 10.a. Call to Order
- 10.b. Approval of Minutes of the Legislative Committee Meeting on May 6, 2026 Motion
- 10.c. Receive Legislative Update and Approval of Legislative Proposal: Assembly Bill 1941 (Mark González) Motion
- 10.d. Adopting a Local Investment Plan for Potential “Return-to-Source” Revenues from Connect Bay Area Sales Tax Measure Authorized by Senate Bill 63 Motion
~~Adopt Local Investment Plan for Potential Senate Bill 63 Regional Tax Measure Return-to-Source Funds for San Mateo County Transit Purposes~~
- 10.e. Adjourn

Note:

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

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

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of May 6, 2026

Members Present (In Person): Peter Ratto, Marina Fraser (Chair)

Members Absent: David J. Canepa

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

Other Board Members Absent: None

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

10.a. Call to Order

Committee Chair Fraser called the meeting to order at 3:54 pm.

10.b. Approval of Minutes of the Legislative Committee Meeting of April 1, 2026

Motion/Second: Esser/Chuang

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

Noes: None

Absent: Canepa

10.c. Legislative Update

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

Federal

- April 29 House Republican approval of Senate's reconciliation blueprint for Fiscal Year (FY) 2026 Homeland Security budget funding
- April 30 presidential signing of bipartisan bill to end government shutdown
- FY27 House appropriations process kickstarted; \$6 million proposed earmark for North Base Causeway Level Sea Rise project
- American Public Transportation Association (APTA) Legislative Conference and Hydrogen Fuel Cell Bus Council (HFCBC) Advocacy Day attendance

State

- April 24 fiscal bill deadline and May 15 non-fiscal bill deadline; May budget revision
- April 14 California Air Resources Board (CARB) reduction of greenhouse gas fund revenues by \$2 billion (cap-and-invest program); FY26 and FY27 Transit and Intercity

- Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP); governor budget reduced by \$230 million and previously covered under SB 125
- SB 1087 (sustainable communities modernization of framework) and SB 1361 (transit-oriented development exceptions) monitoring

Staff provided further clarification in response to the Board comments and questions regarding upzoning at high frequency transit stops and allowance for high-density housing.

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

Ms. Epstein and Eileen Goodwin, President, Apex Strategies, provided the presentation, which included the following:

- Local investment return-to-source would generate approximately \$50 million annually to SamTrans; operating deficit projected start of FY28, so proactive measures are being taken
- Local Investment Plan Outreach feedback on service concerns and gaps of service
- Agency Advisory Group (AAG) and Stakeholder Advisory Group (SAG) feedback used to plan on necessities to maintain service and funding
- Recommended categorical allocations: enhance 30 percent, protect 45 percent, expand 20 percent, and fix 5 percent

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

- Individual municipality considerations and splitting; feedback group selected individual prioritization
- Fair county distributions and framework
- Ensuring support and services, and coordination with other public transit agencies
- Categorization consistency needed for the survey responses
- Flexibility to re-calibrate priorities every three years, but priorities ultimately determined by Board's approval of funds
- Federal funding loss impacts and operational efficiencies to minimize costs during temporary solution
- Pedestrian safety improvements; transit agency and municipality responsibilities and changing conditions

Public Comment

Adina Levin, Seamless Bay Area, spoke in support of funds going towards improving rider experience, maintaining service frequency and transit connections, protecting paratransit services, improving bus stops, maintaining discounts for seniors and persons with disabilities, and maintaining Reimagine SamTrans and fixed route services.

Roland commented on SB 79, District-owned property, loss of Federal funding, and plan B if SB 63 does not qualify for the ballot.

Sebastian Petty, San Francisco Bay Area Planning and Urban Research Association (SPUR), commented on funding public transit, and spoke in support of Connect Bay Area measure.

Max Matuner, San Mateo, commented on rider-friendly improvements, increased frequency, serve underserved neighborhoods, improve bus service speed, increase reliability, transit connects, and improve RidePlus.

Adrian Brandt commented on rider-focus plan, funding hydrogen and sea level rise projects, and battery buses.

Brose Johnstone, San Mateo, commented on prioritizing funding to make transit reliable and cost effective, transfers between services, reliable bus services, and increase frequency.

Stacy Jimenez, Foster City, commented on SB 63 funding distributed fairly to all communities, deserve return-to-source to cities, consider giving Cities and County Association of Governments of San Mateo County (C/CAG) a seat at the table, reconfigure how projects are scored, and consider geographic equity.

Suzy Niederhofer, Vice Mayor, City of Foster City, commented on need of last-mile service for cities not on transit corridor, bus service in Foster City, and asked Board to consider using return-to-source funds for underserved communities and public transportation across bridges.

10.e. Adjourn – The meeting adjourned at 5:20 pm.

**SamTrans
Federal Report
May 2026**

Congressional Update

Congress Ends DHS Shutdown

- On April 30, the House approved a bill by voice vote to fund all of the Department of Homeland Security (DHS) except its immigration enforcement agencies, ending the longest agency shutdown in U.S. history. The shutdown lasted more than 10 weeks, with DHS Secretary Markwayne Mullin warning that the agency would soon run out of money to pay its employees.
- While House Republicans opposed passing the Senate-approved bill, arguing that it should include funding for immigration enforcement agencies, House Speaker Mike Johnson reportedly faced pressure from the White House and some House Republican lawmakers to pass it before the chamber left town for a weeklong recess.
- Secretary Mullin gave an interview to Fox News on Friday, May 1, explaining that the shutdown slowed the implementation of DHS priorities and eroded capacity. The Secretary added that during the shutdown period, more than 1,100 TSA screeners have quit, harming preparedness for a busy summer of travel with major events like the 2026 FIFA World Cup.

House Appropriations Committee Prepares for Transportation-HUD Markup

- On May 21, the House Transportation & Infrastructure Committee will hold a subcommittee-level markup of its FY27 Transportation-HUD appropriations bill. Currently pending before the committee is a \$6 million community project funding request sponsored by Rep. Kevin Mullin (D-CA) for SamTrans' North Base Maintenance and Operations Facility (North Base). Funding will be used to elevate approximately 480 feet of the existing bus roadway along the causeway to better align with the surrounding ground elevations and improve long-term roadway performance.
- When the committee holds its markup, the accepted list of community projects will be released. Acceptance by the committee is a key step towards inclusion in a final funding package.

House Transportation & Infrastructure Committee Releases BUILD America 250 Act, Sets Markup

- The House Transportation & Infrastructure (T&I) Committee has released bill text for the next surface transportation reauthorization bill, titled the BUILD America 250 Act. The bill includes \$580 billion in highway and infrastructure funding, with increases in the Surface Transportation Block Grant program and a \$3.5 billion annual increase in the Bridge Formula Program.
- The bill would amend the urbanized area formula grant program to allow transit agencies operating a maximum of 125 buses to use a portion of their urbanized area formula funds for operating expenses and require all transit agencies receiving urbanized area formula funds to spend at least one percent of that funding on crime prevention and security projects.
- The bill includes an annual fee for electric/hybrid vehicles that will serve as a revenue stream for the Highway Trust Fund (\$130 for EVs; \$35 for hybrid vehicles) and extends the Safe Streets for All (SS4A) grant program. The House T&I Committee will mark up the bill on May 21.
- Included is an amended version of the [Empty Lots to Housing Act](#), legislation that would provide for a process to transfer real property acquired with Federal-aid funds. It provides several conditions that must be met for the Secretary of Transportation to authorize a transfer, including that there is no longer a need for the real property, that the overall benefit of allowing the transfer is greater than the interest of the Federal Government in liquidation, and that there is no interest in acquiring the real property for Federal Government use.
- The Manatt team will be providing a more in-depth summary before the markup. Bill text and a section-by-section summary of the bill are included below.
 - [Bill Text](#)
 - [Section-by-Section Summary](#)
- Despite progress on the bill, it is likely Congress will require an extension past the September 30 deadline, as Senate committees have not released their versions of the reauthorization bill.

Administration Update

FTA Publishes TOD Planning NOFO

- The Federal Transit Administration (FTA) [published](#) a \$28.5 million funding opportunity for the Fiscal Year 2026 Pilot Program for Transit-Oriented Development (TOD) Planning. The program is designed to help communities

integrate land use and transportation planning around new or expanded fixed-guideway transit infrastructure.

- The notice of funding opportunity (NOFO) focuses on three priority areas: safety along transit corridors and near stations; innovation through new technologies and public-private partnerships; and benefits for families and communities, including access to childcare and recreation near transit hubs.
- Applications are due by July 10, 2026.

President Trump Signals Support for Gas Tax Suspension

- President Trump endorsed a federal motor fuel tax holiday in an impromptu interview on May 11, stating his intent to temporarily suspend the gas tax and phase it back in as prices fall. Energy Secretary Chris Wright had similarly signaled openness to the idea a day earlier.
- Congressional Republican support has been tepid. While Sen. Josh Hawley (R-MO) introduced a bill and Rep. Anna Paulina Luna (R-FL) pledged to do so, GOP leadership in both chambers has remained quiet. Notably, the gas tax holiday was a Democratic idea in 2022 that Republicans, including Senate Majority Leader John Thune (R-SD), roundly dismissed as a gimmick.
- Suspending the 18.4 cent-per-gallon gasoline tax and 24.3 cent-per-gallon diesel tax for six months would cost roughly \$20 billion in lost revenue. Proposals introduced so far include "hold harmless" provisions to reimburse the Highway Trust Fund from the General Fund, though there is no guarantee that any tax savings would be passed through to consumers at the pump.



May 15, 2026

TO: Board of Directors
San Mateo County Transit District

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

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

General Update

Throughout April, the Legislature’s policy committees and budget subcommittees in both houses continued to meet to advance their work in the lead-up to a series of deadlines. The last day for policy committees to hear and report to the appropriations committees fiscal bills introduced in their house was April 24; the last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house was May 1.

On May 14, the appropriations committees held their suspense hearings, which decided the fate of bills with significant fiscal impact to the state. All bills still alive will then need to pass out of their house of origin by May 29.

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

Governor Releases May Revise

On May 14, the Governor released the [May Revise](#), the mid-year update to the proposed Fiscal Year 2026-27 budget. As we reported at the time, the Governor’s January budget projected a relatively small deficit for the coming fiscal year, but sizable *outyear* deficits. Relating to transit, the January budget failed to include the promised \$230 million of SB 125 monies for the Zero Emission Transit Capital Program (ZETCP). The January budget also included \$283 million for the Transit and Intercity Rail Capital Program (TIRCP) and \$141 million for the Low Carbon Transit Operations Program (LCTOP), per the new Cap-and-Invest expenditure plan, approved last year under [SB 840 \(Limón\)](#).

The Governor’s May Revise upgraded the state’s fiscal outlook relative to the initial January budget, with projections of \$16 billion in more-than-expected revenue. However, the Governor has proposed to use this revenue increase to help address the outyear budget deficits, and as such, does not propose any new ongoing spending, relative to January’s budget proposal. The May Revise is also largely silent on public transit. It continues to exclude the scheduled SB 125 appropriation. And, significantly, it provides no update to Greenhouse Gas Reduction Fund (GGRF) revenues and does not mention the California Air Resources Board proposal, detailed further below, which would severely impact transit programs, should it come to pass.

CARB Releases Proposed Regulations to Cap-and-Invest Program

As we reported last month, the California Air Resources Board proposed amendments on April 14 to California's Cap-and-Invest Program to significantly expand free allowances for large industrial sources and oil companies and create a new manufacturing decarbonization incentive allowance bank. While intended to prevent refinery closures, relocations, and consumer cost impacts, the changes are projected to slash Greenhouse Gas Reduction Fund (GGRF) revenues by roughly \$2 billion annually (down from \$4 billion annually). Given the updated GGRF expenditure structure adopted last year in [SB 840 \(Limon\)](#), these reductions would mean there is insufficient funding for *all* Tier 3 programs, including the Affordable Housing and Sustainable Communities Program, Transit and Intercity Rail Capital Program, and Low Carbon Transit Operations Program.

In response to the proposed amendments, the California Transit Association (the trade organization to which SamTrans belongs) has established and mobilized a coalition of nearly 70 statewide and regional organizations to push back on CARB and seek additional changes to the proposed amendments. In addition, the Association has established and mobilized a coalition of transportation agencies, metropolitan planning organizations, and regional transportation planning agencies to amplify the coalition's work and localize the impacts of proposed amendments. The Association's effort has helped drive the Legislature's engagement on the proposed amendments, including through letters from the Chairs of the Senate Environmental Quality Committee, Senate Transportation Committee, Senate Budget Subcommittee No. 2 and a joint oversight hearing in the Senate Environmental Quality Committee and Senate Budget Subcommittee No. 2.

CARB is scheduled to hear and adopt the proposed amendments on May 28-29, 2026.

Local Taxpayer Protection Act Qualifies for November Ballot

On April 21, the California Secretary of State reported that the "[Local Taxpayer Protection Act](#)" qualified for the November 2026 ballot.

The measure would raise the voter threshold for approving local special taxes from a simple majority to two-thirds and restrict charter cities' ability to impose real estate transfer taxes beyond the existing statutory documentary transfer tax rate (0.11%). The measure would also invalidate existing voter-approved taxes that do not meet these requirements two years after enactment. According to the Legislative Analyst's Office (LAO), the measure could result in an annual loss of up to several billion dollars to local governments and could further constrain future local revenue generation by increasing voting thresholds and limiting allowable tax structures.

The LAO fiscal analysis is available [here](#). The initiative is associated with the "Local Taxpayer Protection Act" campaign led by taxpayer advocacy groups, including the California Business Roundtable, Howard Jarvis Taxpayers Association, and Kilroy Realty. If passed, the measure could impact the Connect Bay Area Regional Measure.

Building an Affordable California Act Set to Qualify for November Ballot

On April 27, the [Building an Affordable California Act](#) campaign reported that it had submitted nearly 1 million signatures to qualify their measure for the November 2026 ballot – well over the necessary threshold of 546,000.

Sponsored by the California Chamber of Commerce, and with nearly 100 organizations in support, the measure would modernize and streamline California's notoriously slow approval and permitting system under the California Environmental Quality Act (CEQA) for essential projects, including transit and

transportation infrastructure, housing, clean energy projects, and more. The measure would set strict deadlines for public agencies to complete their environmental analysis and for any related judicial proceedings.

County Elections officials across California are now working to verify the submitted signatures for accuracy. More information about the ballot effort can be found [here](#).

Bills with Recommended Positions

AB 1941 (Mark González) Organized Metal Theft – RECOMMEND SUPPORT

This bill would create the new crime of organized metal theft for those who act in concert with additional persons to steal high-value metals used in public infrastructure, including copper wiring. The bill would make this crime punishable as either a misdemeanor or a felony. Last year, the Governor signed AB 476, also by Assemblymember González, to combat metal and copper theft by requiring junk dealers to collect more detailed records, provide access of those records to law enforcement, and increase the fine for noncompliance. SamTrans supported AB 476. Caltrain has adopted a support position on AB 1941. ***On the Assembly Floor.***

Bills of Interest

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

This bill was heavily amended in April and now prohibits a local government with an existing or planned transit-oriented development (TOD) stop from doing any of the following with respect to SB 79: (1) Requesting the transit provider to reduce service provided to the stop so that SB 79 requirements do not apply, (2) Conditioning an approval or review of a transit project on the impacts of the additional height or density required by SB 79, or (3) Withholding support of an application for federal funding of a transit project on the basis of the additional height or density required by SB 79. ***On the Senate Floor.***

SB 1375 (Cortese) Diridon Station Modernization: CEQA Exemption – WATCH

This bill would exempt the Diridon Station Modernization Program from the California Environmental Quality Act (CEQA). Although existing law provides CEQA exemptions for certain rail and transit projects, SB 1375's proponents believe a specific, targeted CEQA exemption will help avoid further delays and additional risks of litigation. ***On the Senate Floor.***

AB 1557 (Papan) Electric Bicycles – WATCH

Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. AB 1557 would clarify the existing e-bike power restriction by specifying that the 750W limit on motors applies to maximum peak output. This would close the loophole that manufacturers have been using to build and distribute overly powerful e-bikes. Electric bicycles that have a maximum capability of producing more than 750W will cease to be legally classified as e-bikes. By improving e-bike safety, this bill will in turn also help ensure transit agencies operate more safely. ***This bill was held on Suspense in the Assembly Appropriations Committee and will not move forward this year.***

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 33 Aguiar-Curry D</p> <p>Autonomous vehicles.</p>	<p>This is a two-year bill.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 117 Committee on Budget</p> <p>Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.</p>	<p>This bill was signed on February 19, 2026.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to \$590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 259 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>This is a two-year bill.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act authorizes the legislative body of a local agency to use teleconferencing, as specified, and requires a legislative body of a local agency that elects to use teleconferencing to comply with specified requirements, including that the local agency post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law requires a member to satisfy specified requirements to participate in a meeting remotely pursuant to these alternative teleconferencing provisions, including that specified circumstances apply. Existing law establishes limits on the number of meetings a member may participate in solely by teleconference from a remote location pursuant to these alternative teleconferencing provisions, including prohibiting such participation for more than 2 meetings per year if the legislative body regularly meets once per month or less. This bill would extend the alternative teleconferencing procedures until January 1, 2030. This bill contains other related provisions and other existing laws.</p>	<p>Support June 2025</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

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

San Mateo County Transit District
State Legislative Matrix 5/15/2026

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

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1198 Haney D</p> <p>Public works: prevailing wages.</p>	<p>This bill is in the Senate Labor, Public Employment, and Retirement Committee.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This bill is in the Senate Privacy, Digital Technologies, and Consumer Protection Committee.	Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to agencies, as defined, with regard to their collection, storage, and disclosure of personal information, as defined. Existing law exempts from the provisions of the act counties, cities, any city and county, school districts, municipal corporations, districts, political subdivisions, and other local public agencies, as specified. This bill would recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of “personal information.” The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1383 McKinnor D Public employees’ retirement benefits.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	The Public Employees’ Retirement Law (PERL) establishes the Public Employees’ Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees’ Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees’ Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers’ Retirement Law, establishes the State Teachers’ Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers’ Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would make related, conforming changes to these provisions on pensionable compensation. The bill also would require a new member of STRS to be subject to specified limits of the Teachers’ Retirement Law. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1421 Wilson D</p> <p>Vehicles: Road Usage Charge Technical Advisory Committee.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.</p>	<p>Watch</p>
<p>AB 1564 Ahrens D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.</p>	<p>Watch</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1578 Jackson D</p> <p>State and local officials: sexual harassment training and education: anti-hate speech training.</p>	<p>This bill is now on the Assembly floor.</p>	<p>The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer’s knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1599 Ahrens D</p> <p>Public transit: California Transit Stop Registry: transit datasets.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before December 31, 2026, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop’s name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 1630 Caloza D</p> <p>Meet and confer: observation.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Existing law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Existing law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely and passively observe a session held for the purpose of a meet and confer on a memorandum of understanding. The bill would prohibit, absent an agreement of the parties, a member of a bargaining unit observing a session pursuant to these provisions from receiving released or reassigned time or compensation to observe a session.</p>	<p>Watch</p>
<p>AB 1697 Kalra D</p> <p>Employment contracts: stay- or-pay provisions: contract date.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker’s employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these prohibitions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>Watch</p>

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

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1837 González, Mark D</p> <p>Video imaging of parking violations.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law authorizes a public transit operator in the state, until January 1, 2027, and authorizes the City and County of San Francisco indefinitely, to enforce parking violations in specified transit-only traffic lanes and at transit stops through the use of video imaging, and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a public transit operator, prior to issuing notices of parking violations, to issue warning notices for the first 60 days and to make a public announcement of the program. Existing law requires a designated employee, or a contracted law enforcement agency, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane or at a transit stop and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law makes these video image records confidential and provides that these records are available only to public agencies to enforce parking violations. Existing law requires a public transit operator that implements an automated enforcement system to enforce parking violations in transit-only traffic lanes and at transit stops to submit a report to specified committees of the Legislature by no later than January 1, 2025. This bill would extend the authorization for the use of video imaging to enforce parking and stopping violations until January 1, 2034. The bill would require that a public transit operator issue warnings for 60 days prior to issuing notices of violations when it uses video imaging for enforcement of a violation that it has not previously used video imaging to enforce. The bill would require that a public transit operator that used video imaging to enforce parking violations who has or has not had a system in operation at any time prior to January 1, 2027, to report to the Legislature, as specified. The bill would allow only local agencies to use video image records to enforce parking violations and would prohibit the use or access of these records for general law enforcement purposes or by federal authorities, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Support April 2026</p>
<p>AB 1838 Berman D</p> <p>Public contracts: local agencies: responsive bidders.</p>	<p>This bill is in the Senate Local Government Committee.</p>	<p>Existing law governs the procurement process for contracts of specified public entities. Existing law requires a local agency that requires that contracts be awarded to the lowest responsible bidder meeting, or making a good faith effort to meet, participation goals for minority, women, or disabled veteran business enterprises to provide in the general conditions under which bids will be received that any person making a bid or offer to perform a contract shall include specified information in that bid or offer. This bill would require a contractor, as a condition of submitting a bid to a local agency for a public works contract, to fully disclose any history of wage and hour violations, as specified, and provide supporting documentation, as described. The bill would authorize a contractor that fails to provide the required disclosures and supporting materials to be disqualified from the bid.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1859 Ortega D</p> <p>Public works.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines “public works,” for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee’s representative reasonable access. The bill would require the court to award various civil penalties and costs, as specified. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 1919 Pellerin D</p> <p>Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Existing law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions. The bill would also require the county elections official for the County of Santa Cruz to serve as the elections official of the district for purposes of administering the ballot measure process and any election for purposes of specified provisions of law. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1941 González, Mark D</p> <p>Organized metal theft.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than \$5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 1944 Lee D</p> <p>Zero-emission transit buses: axle weight.</p>	<p>This bill is in the Senate Appropriations Committee.</p>	<p>Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.</p>	<p>Support April 2026</p>
<p>AB 2051 Wicks D</p> <p>Public resources: Coastal Resilience Permitting Working Group.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. The bill would require, on or before April 1, 2027, the Secretary of the Natural Resources Agency, in collaboration with the California Coastal Commission, the San Francisco Bay Conservation and Development Commission, the Department of Fish and Wildlife, and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 2190 Wallis R</p> <p>Internet website accessibility.</p>	<p>This bill is now on the Assembly floor.</p>	<p>The Unruh Civil Rights Act requires persons within the jurisdiction of the state to be free and equal and, regardless of the person’s sex, race, color, religion, ancestry, national origin, disability, medical condition, genetic information, marital status, sexual orientation, citizenship, primary language, or immigration status, to be entitled to the full and equal accommodations, advantages, facilities, privileges, or services in all business establishments, as prescribed, and makes a violation of the federal Americans with Disabilities Act of 1990 (ADA) a violation of the act. Existing law imposes liability upon a person who denies, aids, or incites a denial of, or makes any discrimination or distinction contrary to, rights afforded by law for actual damages suffered, exemplary damages, a civil penalty, and attorney’s fees, as specified, to any person who was denied the specified rights. Existing law also imposes liability upon a person, firm, or corporation that denies or interferes with admittance to, or enjoyment of, public facilities or otherwise interferes with the rights of an individual with a disability, as specified, for damages and attorney’s fees to a person who was denied those rights. This bill would grant to an entity an affirmative defense to a claim seeking statutory damages under the provisions described above on the basis of a specific accessibility barrier on the entity’s internet website, as defined, if the entity provided evidence to the plaintiff demonstrating within 30 days of receiving a written prelawsuit demand from the plaintiff that either (1) the entity published a digital accessibility report on the accessibility page of its internet website disclosing the specific access barrier and updated that report to reflect remediation of the access barrier or (2) that various things were true regarding the entity’s efforts to identify and remediate access barriers on its internet website, including the entity had a reasonable and good faith basis to believe that the internet website was accessible and conformed with the internet website accessibility standard, as specified. This bill would also prohibit a resource service provider from, in exchange for money or any other form of remuneration, negligently, recklessly, or knowingly constructing, licensing, distributing, or maintaining for online use a resource or part of an internet website that causes an entity’s internet website to be inaccessible or not conformant with the internet website accessibility standard if the resource or part of the internet website is within the control of the resource service provider to remediate or from making a false representation that a resource or part of an internet website is accessible or conforms to the internet website accessibility standard.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2263 Kalra D</p> <p>Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. Existing law also authorizes VTA to accept moneys from, and to contract and cooperate with, any public agency to finance the acquisition and construction of transportation facilities, as specified. This bill would authorize VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees, as specified. The bill would authorize VTA to construct affordable rental housing for employees and affordable for-sale housing that promotes housing opportunities for VTA employees, as specified. The bill would also authorize VTA to accept moneys from, and to contract and cooperate with, any public agency to acquire and construct an employee housing project, as specified.</p>	<p>Watch</p>
<p>AB 2341 Fong D</p> <p>Local government: emergency response services: use of languages other than English.</p>	<p>This bill is now in the Senate Rules Committee.</p>	<p>Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than “very well,” according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than “very well,” as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency’s jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than “very well.” The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than “very well,” and, for each language included in the American Community Survey data, determine whether speakers of any language who speak English less than “very well” comprise at least 5% of the total population of that jurisdiction that speaks English less than “very well.” The bill would make organizational and clarifying changes to the above-described provisions, as specified. This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2346 Wilson D</p> <p>Vehicles: electric bicycles and speed limits.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 1 and class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated front lamp and a rear lamp, as specified. The bill would also require manufacturers and distributors of electric bicycles to include a written description of California’s electric bicycle laws with the bicycle’s packaging to be provided to the consumer. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. The bill would make a violation of these provisions punishable by a civil penalty not to exceed \$15,000 for a first violation and not to exceed \$50,000 for each subsequent violation, upon an action brought by the Attorney General, a city attorney, a county counsel, or a district attorney. The bill would specify that a violation of these provisions is not a criminal offense. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2413 Ransom D</p> <p>Large-format public advertisements: public expense.</p>	<p>This bill is in the Senate Rules Committee, pending referral to policy committee.</p>	<p>The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines “mass mailing” to mean over 200 substantially similar pieces of mail, and defines “mass electronic mailing” to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define “large-format public advertisement” as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement and is prepared in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
<p>AB 2484 Alvarez D</p> <p>San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.</p>	<p>This bill is now on the Assembly floor.</p>	<p>The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System (MTS), governed by a 15-member board with specified powers and duties related to the operation of public transit services in the southern portion of the County of San Diego. The act authorizes MTS to impose a transactions and use tax of up to 0.5% for public transit purposes within its jurisdiction, or a portion of its jurisdiction, pursuant to the Transactions and Use Tax Law and subject to voter approval and various other requirements. This bill would also authorize those taxes to be imposed by a qualified voter initiative. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2505 Carrillo D</p> <p>Electrical corporations: hydrogen refueling stations.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires each electrical corporation to file an advice letter for, and requires the commission to approve, a new tariff or rule that authorizes each electrical corporation to design and deploy all electrical distribution infrastructure on the utility side of the customer’s meter for all customers installing separately metered infrastructure to support electric vehicle charging stations, other than those in single-family residences. This bill would require each electrical corporation, on or before April 1, 2027, to file an advice letter for, and require the commission, on or before September 1, 2027, to approve, a new tariff or rule that authorizes the electrical corporation to design, construct, own, operate, and maintain all electrical distribution and service facilities located on the utility side of a customer’s meter that are necessary to provide separately metered electrical service to hydrogen refueling stations, including hydrogen refueling stations located on premises that already receive electrical service for other uses. The bill would require that the tariff or rule authorize an electrical corporation to extend utility-side electrical distribution and service facilities from the existing distribution system to a dedicated revenue meter serving a heavy-duty hydrogen refueling station that serves vehicles that are 14,001 pounds or greater and authorize the installation of a dedicated revenue meter for the hydrogen refueling station load, as provided. The bill would require a facility installed pursuant to the tariff or rule to be treated, for cost allocation and customer contribution purposes, as line and service extensions, as provided. The bill would repeal its provisions on January 1, 2033. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
<p>AB 2529 Johnson R</p> <p>Civil claims: public entities and employees: declaration.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law, the Government Claims Act, governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2560 Schultz D</p> <p>Climate Action Plan for Transportation Infrastructure: goals.</p>	<p>This bill is now on the Assembly floor.</p>	<p>Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.</p>	<p>Watch</p>
<p>AB 2576 Harabedian D</p> <p>Transit-oriented development.</p>	<p>This bill is in the Senate Housing Committee.</p>	<p>Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until January 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.</p>	<p>Watch</p>

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

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

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

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Bill ID/Topic	Location	Summary	Position
<p>SB 555 Caballero D</p> <p>Workers' compensation: average annual earnings.</p>	<p>This bill is in the Assembly Insurance Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee's average annual earnings and average weekly earnings for purposes of determining those disability benefits. Existing law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between \$240 and \$435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between \$____ and \$____ for injuries occurring on or after January 1, 2027.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 667 Archuleta D</p> <p>Railroads: safety: wayside detectors.</p>	<p>This bill is in the Assembly Utilities & Energy Committee.</p>	<p>The existing Federal Railroad Safety Act (FRSA) authorizes the United States Secretary of Transportation to prescribe regulations and issue orders for railroad safety and requires the United States Secretary of Homeland Security, when prescribing a security regulation or issuing a security order that affects the safety of railroad operations, to consult with the United States Secretary of Transportation. The FRSA provides for state participation in the enforcement of the safety regulations and orders issued by the United States Secretary of Transportation or the United States Secretary of Homeland Security, pursuant to an annual certification, and authorizes the respective secretaries to make an agreement with a state to provide investigative and surveillance activities. The FRSA provides that, to the extent practicable, laws, regulations, and orders related to railroad safety and security are required to be nationally uniform, but authorizes a state to adopt or continue in force a law, regulation, or order related to railroad safety or security until the United States Secretary of Transportation, with respect to railroad safety matters, or the United States Secretary of Homeland Security, with respect to railroad security matters, prescribes a regulation or issues an order covering the subject matter of the state requirement. A state is additionally authorized to adopt or continue in force an additional or more stringent law, regulation, or order related to railroad safety or security, when necessary to eliminate or reduce an essentially local safety or security hazard, that is not incompatible with a federal law, regulation, or order, and that does not unreasonably burden interstate commerce. This bill would require a railroad corporation to install and operate a network of wayside detector systems on or adjacent to any track used by a freight train, require that each wayside detector system include a hot wheel bearing detector, and prescribe the maximum spacing for individual detection devices along a continuous track. The bill would define “wayside detector system” to mean an electronic device or series of connected devices that scans passing freight trains and their component equipment and parts for defects. The bill would require the Public Utilities Commission to adopt rules and processes to implement these provisions, including a penalty of not less than \$25,000 for violating these provisions, as provided. The bill would not apply to a class II or class III carrier that has a speed limit of 10 miles per hour or less.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 677 Wiener D</p> <p>Housing development: transit-oriented development.</p>	<p>This bill is at the Assembly Desk.</p>	<p>Existing law requires that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with certain applicable requirements, as provided. Among these requirements, existing law establishes requirements concerning height limits, density, and residential floor area ratio in accordance with a development’s proximity to specified tiers of TOD stops, as provided, and requires a development to meet specified labor standards that require that a specified affidavit be signed under penalty of perjury, under specified circumstances. Existing law specifies that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval, as provided. Existing law defines, among other terms, the term “high-frequency commuter rail” for purposes of these provisions to mean a commuter rail service operating a total of at least 48 trains per day across both directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. Existing law also defines the term “Tier 2 transit-oriented development stop” for these purposes to mean a TOD stop within an urban transit county, as defined, excluding a Tier 1 transit-oriented development stop, as defined, served by light rail transit, by high-frequency commuter rail, or by bus service meeting specified standards. This bill would revise the definition of “high-frequency commuter rail” to instead mean a public commuter or intercity rail station with a total of at least 48 passenger trains on average per weekday across all directions, not including temporary service changes of less than one month or unplanned disruptions, and not meeting the standard for very high frequency commuter rail, at any point in the past three years. By increasing the duties of local officials, and by expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 741 Blakespear D</p> <p>Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>This is a two-year bill.</p>	<p>The California Coastal Act of 1976, which is administered by the California Coastal Commission, requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit from a local government or the commission. Existing law exempts from that coastal development permitting process certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing highways, as provided. This bill would expand that exemption to include certain emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore existing railroad track along the Los Angeles-San Diego-San Luis Obispo Rail Corridor, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles-San Diego-San Luis Obispo Rail Corridor.</p>	<p>Watch</p>
<p>SB 908 Wiener D</p> <p>Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from completing a residential window replacement project, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 922 Laird D</p> <p>Vehicles: local agency charges: use of streets or highways.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, or surcharge imposed by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide public services or public works is not a tax, permit fee, or other charge that is prohibited by the provision above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. The bill would delete obsolete references and make other technical changes.</p>	<p>Watch</p>
<p>SB 929 Jones R</p> <p>State Energy Resources Conservation and Development Commission: chair: report to the Legislature.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law establishes the State Energy Resources Conservation and Development Commission consisting of 5 members and establishes various duties and responsibilities of the commission relating to energy usage in the state. Existing law requires the Governor to designate a chair of the commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on activities of the commission, as specified.</p>	<p>Watch</p>
<p>SB 935 Choi R</p> <p>Local agency design-build projects: authorization.</p>	<p>This bill is in the Assembly Local Government Committee.</p>	<p>Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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

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Bill ID/Topic	Location	Summary	Position
<p>SB 994 Cabaldon D</p> <p>Local agencies: nondisclosure agreements.</p>	<p>This bill is on the Senate floor.</p>	<p>Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local agency officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local agency official to share information with fellow local agency officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1087 Cabaldon D</p> <p>Transportation planning: sustainable communities strategies: transportation funding programs.</p>	<p>This bill is on the Senate floor.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1159 Cabaldon D</p> <p>Artificial intelligence: transparency and governance.</p>	<p>This bill is at the Assembly Desk.</p>	<p>The California Constitution provides that people have the right of access to information concerning the conduct of the people’s business. Various provisions of existing law, including the California Public Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines “person” to include any natural person, corporation, partnership, limited liability company, firm, or association. Existing law, the Political Reform Act of 1974, imposes various requirements and limitations with respect to the conduct of public officials, campaign expenditures and disclosures, political advertisements, lobbying, the ballot pamphlet, and other aspects of political reform. The act defines “person” to mean an individual, proprietorship, firm, partnership, joint venture, syndicate, business trust, company, corporation, limited liability company, association, committee, and any other organization or group of persons acting in concert. Existing law, the Administrative Procedure Act, governs, among other things, the procedures for the adoption, amendment, or repeal of regulations by state agencies and for the review of those regulatory actions by the Office of Administrative Law. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Political Reform Act of 1974, the Administrative Procedure Act, and CEQA, “person,” “interested person,” “participant,” “member of the public,” as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, robots, or other nonhuman entities, whether physical or digital. The bill would make findings and declarations related to these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1187 Durazo D</p> <p>Open meetings: majority.</p>	<p>This bill is at the Assembly Desk.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines “meetings” for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define “majority” for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1241 Smallwood-Cuevas D</p> <p>Skilled and trained workforce requirements.</p>	<p>This bill is on the Senate floor.</p>	<p>Existing law establishes requirements with respect to public contracts that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project, as specified. Existing law requires a public entity subject to skilled and trained workforce requirements to include a specified notice in all bid documents. Existing law specifies that a failure of a public entity to include the required notice that a project is subject to the skilled and trained workforce requirement does not excuse a public entity from those requirements. This bill would expand the circumstances under which those requirements apply to specified instruments and laws, including development agreements and resolutions, as provided. The bill would, in addition to the specified notice in bid documents, require a public entity to post, or require a prime contractor to post, a job site notice specifying that the project is subject to the skilled and trained workforce requirement. The bill would also extend the same posting and notice requirement to private developers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1292 Richardson D</p> <p>Enhanced curb management system.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. The bill would require the public ordinance or resolution to include an Enhanced Curb Management Use Policy (policy) that sets forth the specific purpose of the system, among other things. The bill would require the policy to be made available for public review, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1361 Durazo D</p> <p>Transit-oriented housing developments: local governments: transit agencies and projects.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.</p>	<p>Watch</p>
<p>SB 1375 Cortese D</p> <p>California Environmental Quality Act: exemption: urban intermodal rail station project.</p>	<p>This bill is on the Senate Floor.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>AB 1557 Papan D Vehicles: electric bicycles.</p>	<p>This bill was held on the Suspense File in the Assembly Appropriations Committee.</p>	<p>Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor that does not exceed 750 watts of power. Existing law classifies electric bicycles into 3 classes with different restrictions. Existing law defines a “class 1 electric bicycle” as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Existing defines a “class 2 electric bicycle” as a bicycle equipped with a motor that may be used exclusively to propel the bicycle and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Existing law defines a “class 3 electric bicycle” as a bicycle equipped with a speedometer and a motor that, in pertinent part, provides assistance only when the rider is pedaling and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. A violation of the Vehicle Code is a crime. This bill would instead define a class 1 electric bicycle as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, that is not capable of exclusively propelling the bicycle, and that ceases to provide assistance when the bicycle reaches the speed of 16 miles per hour. The bill would define a class 2 electric bicycle as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 16 miles per hour. The bill would provide that, notwithstanding these definitions, an electric bicycle manufactured prior to January 1, 2027, that was equipped with a motor that is not capable of exceeding 750 watts of continuous power and otherwise met the legal requirements for the relevant class at the time of manufacture shall retain its classification. This bill would authorize a cargo electric bicycle to be equipped with an electric motor with a maximum continuously rated power of 750 watts. The bill would define a cargo electric bicycle as an electric bicycle that is built with a reinforced frame and integrated rack or platform designed to transport goods or additional persons. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District
State Legislative Matrix 5/15/2026

Bill ID/Topic	Location	Summary	Position
<p>SB 1136 Blakespear D</p> <p>Intercity rail and commuter rail: special events service plans: fare system integration.</p>	<p>This bill was held on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing law sets forth various provisions applicable to all public transit and transit districts and includes specific requirements applicable to public entities that operate commuter rail or rail transit systems. This bill would require, on or before July 1, 2027, a regional rail operator, as defined, operating within an intercity rail corridor to ensure that its fare systems are fully integrated with the fare systems of the intercity rail operator, and any other regional rail operator, operating in the intercity rail corridor. By imposing additional duties on regional rail operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1275 McNerney D</p> <p>Sales and use tax exemption: vehicle license fee imposition: motor vehicles.</p>	<p>This bill was held on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
Staff Report**

To: Legislative Committee

Through: April Chan, General Manager/CEO

From: Emily Beach, Chief Communications Officer

Subject: **Adopting a Local Investment Plan for Potential “Return-to-Source” Revenues from Connect Bay Area Sales Tax Measure Authorized by Senate Bill 63**

Action

Staff proposes the Board of Directors (Board) of the San Mateo County Transit District (District) adopt a Local Investment Plan (Plan) for District use of return-to-source funds that could be generated through a regional sales tax authorized by Senate Bill (SB) 63. The Plan consists of:

1. A framework and associated percentages to guide local transit investments, utilizing the following categories:
 - *Protect (45 percent)*: Prevent cuts to existing public transit services
 - *Enhance (30 percent)*: Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions
 - *Expand (20 percent)*: Expand affordable transit access for underserved communities, including the coast and vulnerable populations
 - *Fix (5 percent)*: Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes
2. Guiding principles for how the Board would implement and update the framework and associated percentages over the life of the potential tax measure
3. Fiscal responsibility and accountability provisions
4. Key service goals for investment of the potential tax revenues.

Significance

The Governor signed SB 63 in 2025 (Wiener/Arreguín), authorizing a November 2026 ballot measure to enact a 14-year sales tax of 0.5 percent in San Mateo, Alameda, Contra Costa, and Santa Clara counties, and 1 percent in the City and County of San Francisco to fund regional transit. If successful, this ballot measure would: 1) prevent major transit service cuts on Peninsula Corridor Joint Powers Board (JPB or Caltrain), Bay Area Rapid Transit District (BART), San Francisco Municipal Railway (Muni), and Alameda-Contra Costa Transit District (AC Transit); 2) fund improvements to the transit rider experience; and 3) fund other county priorities, limited to public transit capital or operating improvements and targeted local road repairs on roads served by fixed-route transit service (utilizing what is being referred to as “return-to-source” funds). Signatures gathered by a citizens’ group to place this measure on the ballot have been submitted for counting and validation to determine whether the measure will qualify for the November 2026 General Election ballot.

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

The proposed Plan reflects input from the public, a Stakeholder Advisory Committee, and an Agency Advisory Committee; from presentations to City Councils and other community groups; from the Board and the public at the April and May Board meetings; and from meetings with an ad hoc committee consisting of Chair Chuang, Vice Chair Esser and Director Gee.

Key goals for the Plan include:

- Explore adding fixed-route service and/or pilots that improve neighborhood coverage, create stronger east-west connections, and serve the unique needs of coastal communities
- Partner with cities/the County to support new transit pilots
- Invest with consideration of geographic distribution
- Prioritize fixed-route service to transit dependent communities and equity priority areas
- Continue free and reduced fare programs, and
- Prioritize projects that lead to faster, more efficient, and reliable service.

Budget Impact

There is no budget impact associated with this presentation.

Background

Discussions eventually leading to the passage of SB 63 began with the introduction of SB 1031 in March 2024. The Board has received reports and engaged with various legislative proposals consistently since that time. In August 2025, the Board voted to opt in to SB 63 with a 1/2 cent tax rate in San Mateo County.

Prepared By: Jessica Epstein

Director, Government and
Community Affairs

650-400-6451

Resolution No. 2026-
Board of Directors, San Mateo County Transit District
State of California

* * *

Adopting a Local Investment Plan for Potential “Return-to-Source” Revenues from Connect Bay Area Sales Tax Measure Authorized by Senate Bill 63

Whereas, on October 13, 2025, the Governor signed into law Senate Bill 63 (SB 63), also known as the “Connect Bay Area Act,” to authorize a new one-time, 14-year regional sales tax of 1/2 cent in San Mateo, Santa Clara, Alameda and Contra Costa Counties, and 1 cent in San Francisco, to fund otherwise-unmet operating and capital needs of the region’s public transit systems; and

Whereas, the Transportation Revenue Measure District formed by SB 63 opted not to place the authorized tax measure on the ballot through agency action, which resulted in a private signature gathering effort to place the measure on the ballot via a citizens initiative; and

Whereas, the signed petitions to place a “Connect Bay Area Measure” (Measure) have been submitted to the election officials in the five counties for examination; and

Whereas, if the election officials find that the submitted petitions meet the legal requirements, the Measure will appear on the ballot in all five counties on November 3, 2026; and

Whereas, if the Measure is approved by 50 percent plus one of the electorate, the 14-year sales tax will be enacted, with revenues distributed in accordance with the expenditure plan specified in SB 63, which for San Mateo County-generated taxes, includes funding primarily for Peninsula Corridor Joint Powers Board (JPB or Caltrain), Bay Area Rapid Transit District

(BART), and San Francisco Municipal Railway (Muni), as well as for the San Mateo County Transit District (District or SamTrans), the latter of which is referred to as “return-to-source” funding; and

Whereas, San Mateo County return-to-source funds could be used only for: public transit operations and capital investments; public transit components of larger capital projects, and targeted pavement repairs on local streets served by fixed-route transit (e.g., SamTrans buses); and

Whereas, the District desires to adopt a Local Investment Plan to guide expenditure of San Mateo County’s return-to-source funds that would be collected pursuant to the Measure, averaging approximately \$50 million per year for 14 years; and

Whereas, over the past several months, the District has engaged in extensive outreach to ensure the Local Investment Plan reflects a comprehensive understanding of the County’s most pressing public transit needs, which outreach included, but was not limited to: presentations and meetings with over 30 city councils and other groups; three meetings each with city/county staff leaders convened as an “Agency Advisory Group” and other community leaders convened as a “Stakeholder Advisory Group;” a multilingual online and hard-copy survey resulting in over 1,800 responses; presentations and discussions at District Board of Directors (Board) meetings in February, May, and June, and engagement of an ad hoc advisory committee of the Board, consisting of Chair Chuang, Vice Chair Esser and Director Gee; and

Whereas, the ad hoc committee recommends the Board adopt this resolution to serve as the Local Investment Plan for the Connect Bay Area Measure Return-to-Source Funds for San Mateo County.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit hereby approves this Local Investment Plan for utilization of “return-to-source” funds generated for use in San Mateo County by a potential Connect Bay Area regional public transportation sales tax measure authorized by Senate Bill 63, if such measure qualifies for and is approved at the November 2026 General Election, including a framework and associated percentages to guide local transit investments.

Be it Further Resolved that the San Mateo County Local Investment Plan (Plan) establishes the following funding framework for the San Mateo County Transit District’s administration of San Mateo County’s Connect Bay Area Measure return-to-source funds:

- *Protect (45 percent)*: Prevent cuts to existing public transit services
- *Enhance (30 percent)*: Improve the rider experience and promote traffic reduction through reliable, efficient service, better bus stops and last mile service solutions
- *Expand (20 percent)*: Expand affordable transit access for underserved communities, including the coast and vulnerable populations
- *Fix (5 percent)*: Repair and maintain aging transit infrastructure, including bus stops and potholes on bus routes.

Be It Further Resolved that the Board adopts the following guiding principles for how it would implement and update the framework and associated percentages over the life of the potential tax measure:

- The District will prioritize funding necessary to operate SamTrans service, consistent with the District’s adopted Service Policy Framework, last updated in December 2025.

- The funding categories and percentages set forth above are intended to be based on the life of the Measure (rather than on an annual basis).
- The funding percentages will be recalibrated approximately every three years during the term of the tax, taking into consideration current needs and conditions.
- The District will use Measure funding to prioritize early investments in near-term, deliverable and publicly visible projects.
- SamTrans will continue to be customer-focused and use best practices in transit planning. This means SamTrans will assess new pilots and new service based on ridership and performance results and eliminate underperforming service when necessary.

Be It Further Resolved that the Board commits the District to the following fiscal responsibility and accountability provisions for use of Measure return-to-source funds:

- The District will undergo a public and transparent process to prioritize cost containment, revenue generation, accountability and efficiency in operations with the goal of fiscal stability by the end of the 14-year term of the Measure;
- The District will provide regular, transparent updates on Connect Bay Area Measure revenues and funded projects;
- The District will develop a long-range financial plan to address its operating deficit and prepare for continued operations after expiration of the Measure.
- The District will consider different models of cost-saving and revenue-raising tactics, such as those contained within the existing SB 63 Financial Efficiency Review.

Be It Further Resolved that the Board hereby establishes the following key investment goals for Measure return-to-source revenues:

- The District will explore adding fixed-route service and/or pilots that improve neighborhood coverage, create stronger east-west connections, and serve the unique needs of coastal communities.
- The District will partner with cities and/or the County to develop and support new transit pilots, utilizing investments of in-kind (e.g. local marketing) and/or financial support.
- Investments will be implemented with consideration of geographically-distributed solutions.
- Service to transit dependent communities and equity priority areas make up the core of the SamTrans network, and service to those areas will remain a cornerstone of the SamTrans fixed-route network.
- SamTrans will continue fare programs that support access to the system through free and reduced fares for seniors, low-income riders, students, and people with disabilities.
- Bus service will be coupled with clean, safe and accessible bus stops and transit priority infrastructure projects to make service faster, more reliable, and more efficient and cost effective to operate.

Regularly passed and adopted this 3rd day of June, 2026 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Connect Bay Area Local Investment Plan

Item #10.d.
6/3/2026



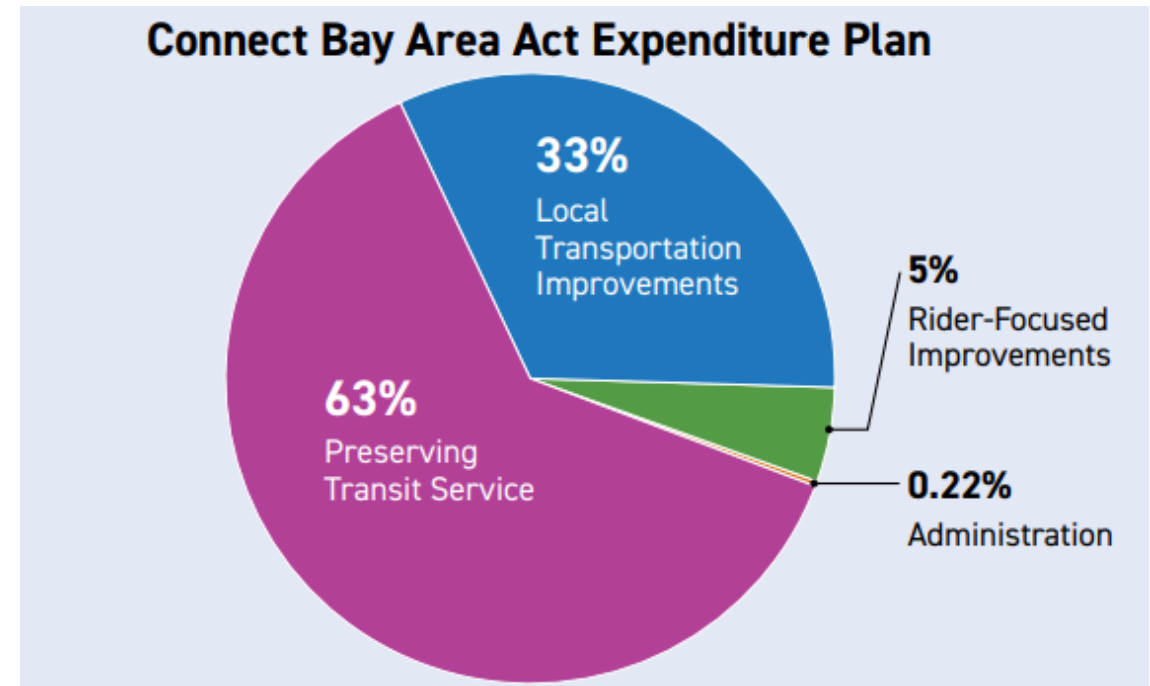
SamTrans Board of Directors Meeting | June 3, 2026

Agenda

- Background
 - Connect Bay Area Measure
 - SamTrans rider profile
 - Reimagine SamTrans
- Updates since May Board meeting
 - Proposed guiding principles
 - Fiscal responsibility and accountability
 - Key investment goals
- Funding categories and percentages
- Next steps and timeline

Connect Bay Area Measure

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



Connect Bay Area Measure – San Mateo County Local Investment

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



SamTrans Rider Profile

- 94% low income (68% extremely low income) based on SMC affordable housing metrics
- Lowest household income among major Bay Area transit agencies
- 40% speak a language other than English at home
- Nearly 80% do not drive/own a car
- Paratransit serves riders in every city within SamTrans network



Reimagine SamTrans

Reimagine adopted 2022, implementation completed 2024

- Streamlined existing service, launched new routes
 - Removed duplicative and underused routes
 - Prioritizes equity, efficiency, connections
- **Ridership Recovery Post-Covid**
 - 99.5% of pre-pandemic ridership
 - Best practice for bus route performance evaluation and system redesign is every 7-10 years
 - Next study begins in ~3 years

New Network Priorities



Equity

Prioritize buses to high-need communities from underused and duplicate routes



Efficiency

Create faster, reliable service through more direct and consolidated routes



Connections

Provide expanded all-day service, and more service to transit hubs and job centers

Updates since May Board meeting – Local Investment Plan

Proposed Guiding Principles

- Highest priority = protecting SamTrans service
- Funding framework percentages based on life of measure (not annual)
- Calibrate funding percentages every three years
- Prioritize early, near-term, visible investments
- Best practices for transit planning guide investments in new routes and service
- Evaluate pilots/new service based on ridership and performance results; low performing service may be discontinued



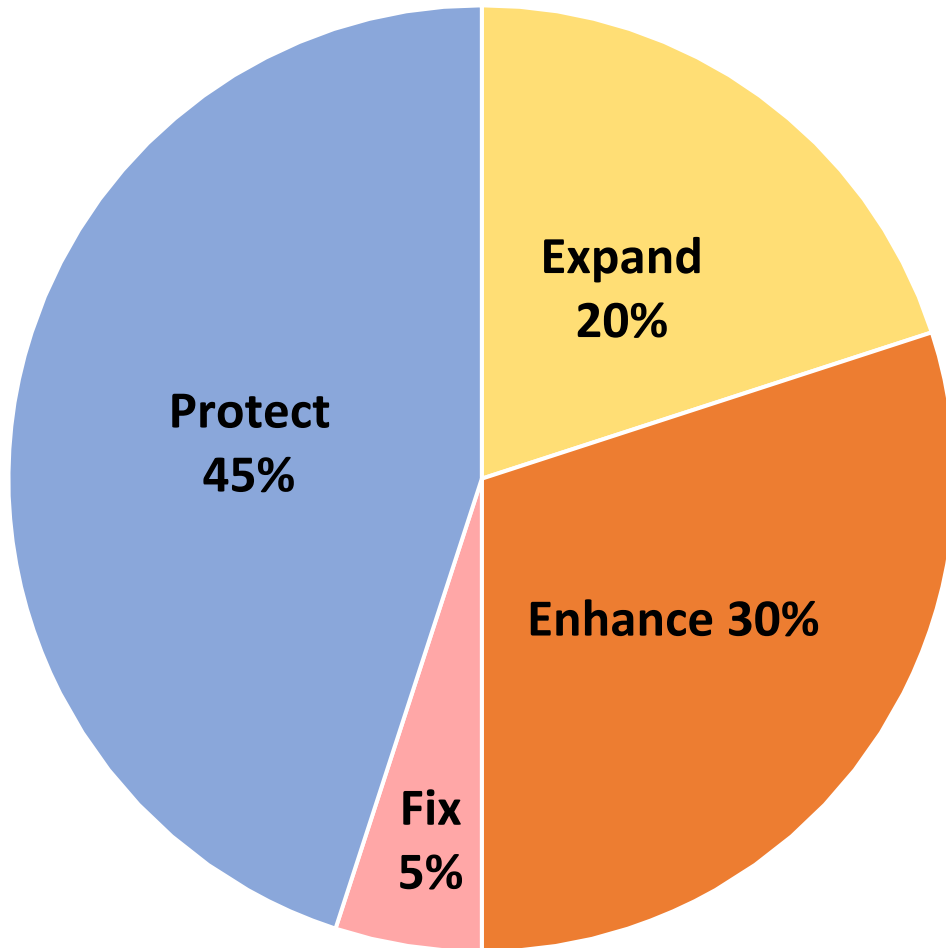
Fiscal Responsibility and Accountability

- The SamTrans Board commits to:
 - Prioritizing cost containment, accountability, and efficiency in operations
 - Providing transparent updates on Connect Bay Area spending
 - Planning for long-range deficit recovery and life post-Connect Bay Area measure
 - Considering different models of reporting cost-saving and revenue-raising tactics, such as the SB 63 Financial Efficiency Review

Key Investment Goals

- Explore adding fixed-route service and/or pilots that:
 - improve neighborhood coverage
 - create stronger east-west connections
 - serve the unique needs of coastal communities
- Partner with cities/the County to support new transit pilots
- Investments implemented with consideration of geographic distribution
- Prioritize fixed-route service to transit-dependent communities and equity priority areas
- Continue free and reduced fare programs
- Prioritize projects that lead to faster, more efficient, and reliable service

Local Investment Plan: Proposed Funding Framework

**Protect: 45%**

Prevent cuts to existing public transit services

Enhance: 30%

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

Expand: 20%

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

Fix: 5%

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

Funding Framework Categories

Enhance: 30%

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



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



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



Increase safety, cleanliness, and accessibility at bus stops

Protect: 45%

Prevent cuts to existing public transit services

Operational Deficit

Fix: 5%

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



Increase safety, cleanliness, and accessibility at bus stops



Repair potholes and fix streets along bus routes

Expand: 20%

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



Expand access to transit for communities that are currently underserved



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



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



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

Funding Framework Example Projects

Enhance: 30%

Example projects:

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

Protect: 45%

Operational deficit:
prevent cuts to existing
public transit services

Fix: 5%

Example projects

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

Expand: 20%

Example projects

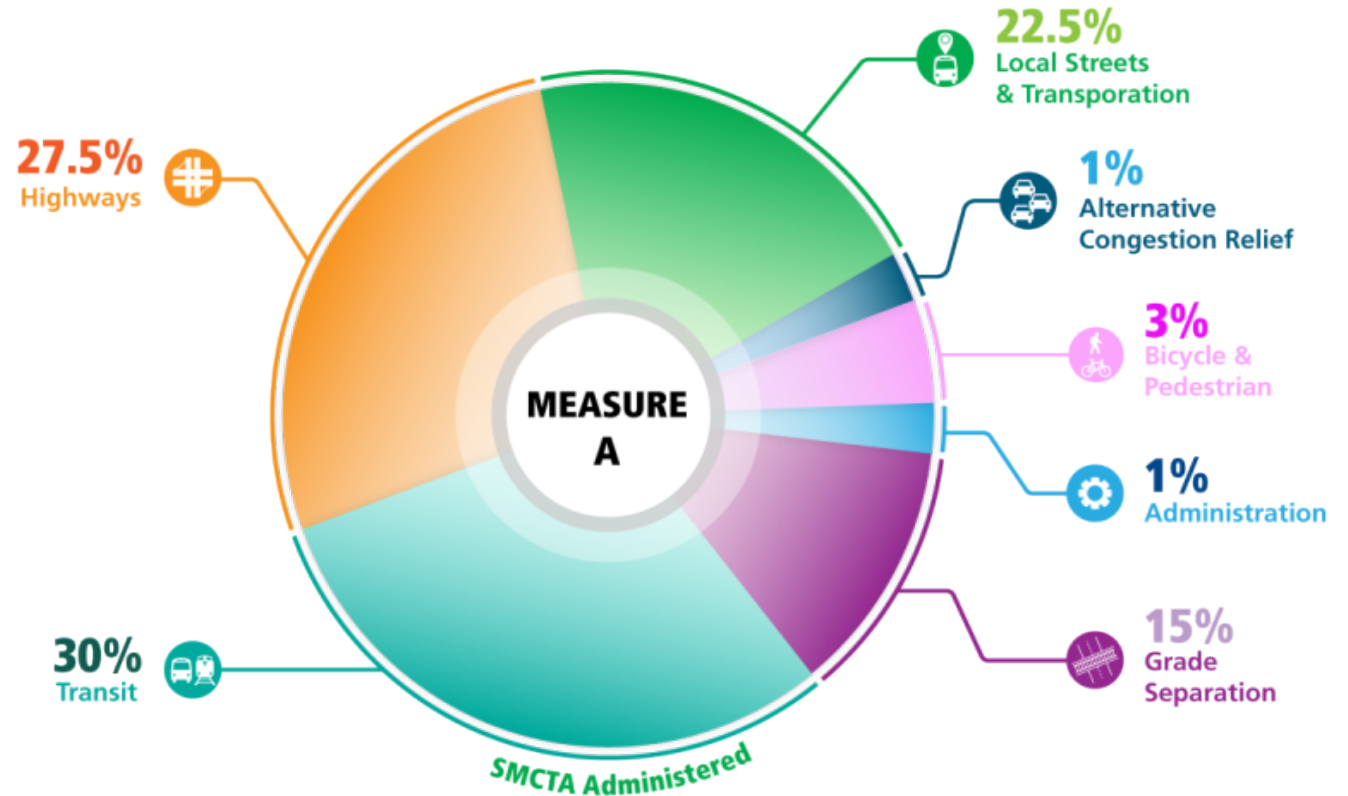
- East/West and Coastal service studies
- New/expanded Ride Plus or pilots
- Support for fare programs
- Paratransit enhancements
- Route improvement studies and implementation

Next steps

- **June to November 2026**
 - Local Investment Plan outreach complete
 - SamTrans Planning reviews all relevant Local Investment Plan feedback
- **FY2027 Board Retreat**
 - Update on long range financials for SamTrans, including information on other revenue opportunities
 - Proposal on financial review and efficiency process; address operational and capital needs, and cost containment

Parallel Process – SMCTA Measure A

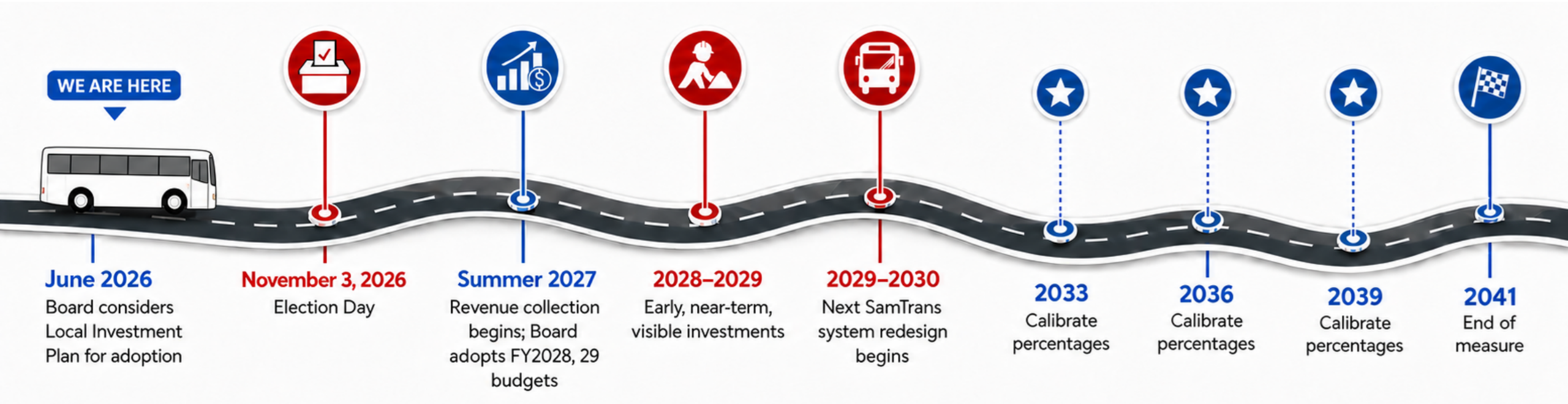
- Integrate outreach feedback from SamTrans Local Investment Plan into the 2027 SMCTA Measure A reauthorization expenditure plan development
- Current Measure A generates approx. \$120 annually, expires end of 2033



Next steps – Implementation Plan

- **If measure passes, once funding is available:**
 - Staff provides list of currently unfunded quick-win “enhance” and “expand” capital and/or service projects for Board approval
 - Project approvals will coincide with SamTrans budget cycle
 - Engage with city staff on top transit priorities, planned development, and equity priority areas to determine potential pilot concepts or other transit improvements in their communities
 - Incorporate transit planning studies for east/west, coastal, and neighborhood coverage into next system redesign so that study outcomes integrate into entire network (kick-off in ~3 years)

Timeline (if measure passes)







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

APRIL CHAN
GENERAL MANAGER/CEO

NOTICE OF CANCELLATION

San Mateo County Transit District

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

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

Strategic Planning, Development, and Sustainability
Committee Meeting / Committee of the Whole
for Wednesday, June 3, 2026
is cancelled as there are no business items this month.

The next scheduled meeting is **Wednesday, July 8, 2026.**

Note:

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors
From: Joan Cassman, General Counsel
Subject: **Introduction of Proposed Amendments of the Rules of Procedure**

Action

Staff and Legal Counsel propose that the Board of Directors (Board) of the San Mateo County Transit District (District) review and provide input on a comprehensive update of its Rules of Procedure (Rules), with proposed revisions shown as redlines in the attached. Based on Board input, staff will revise the proposed amendments and agendize the updated Rules for approval at the Board's July 8 meeting.

Significance

At the request of the Board Chair, staff and Legal Counsel have completed a comprehensive review of the Board's Rules and prepared proposed amendments to reflect current Board operations, legal requirements, and local agency legislative body best practices. In accordance with the process set forth in Section 19 of the Rules, amendments may only be made after consideration at a prior meeting. Accordingly, if the Board wishes to proceed with updating the Rules, it should direct staff to calendar the amendments for approval at (or after) the July 8, 2026 Board meeting.

The Rules, first adopted in 1976, address typical provisions found in rules of public boards, including those addressing the roles of the Board and elected officers of the Board (Chair and Vice Chair), the time and place of regular meetings, compliance with California's open meeting laws, the definition of a quorum and voting requirements, the processes for commencing and running meetings, the structure and purview of Board committees, the Board meeting agenda order, the form of minutes, rules of order, and the process for amending the Rules.

The topics contained in the current Rules are found in the proposed updated Rules under Section I in the attached. Proposed revisions to this portion of the Rules address topics including, but not limited to:

- The Board's and Board Chair's roles (sections 1.1-1.4);
- The District's current address (1.5);
- Changes to the Brown Act, including Senate Bill 707's requirements related to two-way remote participation and disruptions to that participation (1.8, 1.14);

- Public comment, including updated time limits for individual speakers, generally allowing one minute for items not on the agenda, proclamations, informational reports and consent items, and two minutes for other action items (1.9);
- The order of business on Board meeting agendas to reflect current practice (1.12);
- That the Board (but not members of the public) may request separate action on Consent Calendar items (1.12);
- The form of minutes, including a transition from summary minutes to action minutes (1.16);
- Roles and requirements for the Citizens Advisory Committee (CAC) (1.18)
- How Committees make recommendations or referrals to the Board (1.19); and
- What procedures guide Board activities where the Rules are silent, including replacing Robert's Rules of Order with Rosenberg's Rules of Order, which are more accessible and easier-to-apply, and which have become a preferred resource for many local agencies in the state (including the San Mateo County Transportation Authority (SMCTA) and the Measure W Citizens Oversight Committee (COC)) (1.20).

The proposed amendments also would add four components:

- Article 2: Board/Public Communications, addressing when and how the Board may, should and should not communicate on behalf of the District;
- Article 3: Electronic Communication, addressing use of electronic devices during Board meetings;
- Article 4: Code of Ethics and Good Governance, documenting best practice in the areas of ethics and good governance for the Board and its advisory bodies (such as the CAC and COC), including in the areas of maintaining a positive workplace environment, avoiding interference with employer-employee relationships, conflicts of interest, use of public resources, and confidentiality; and
- Article 5: Conduct Protocols, pertaining to Board and advisory committee meeting decorum and civility.

These proposed new articles reflect best practices developed by peer agencies throughout the Bay Area and across California, and largely mirror recent updates to the SMCTA's Rules of Procedure.

Budget Impact

There is no budget impact associated with this item.

Background

The Rules were first adopted in 1976, since which time they have been amended twelve times. Most recently, the Board amended the Rules in 2016 to clarify outdated language and simplify certain provisions.

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RULES OF PROCEDURE OF THE BOARD OF DIRECTORS OF THE SAN MATEO COUNTY TRANSIT DISTRICT

Pursuant to Section 103104 of the Public Utilities Code, the Board of Directors (Board) of the San Mateo County Transit District (District) hereby promulgates the following Rules of Procedure set forth below to govern its proceedings, and the protocols and conduct of those representing the District:

Article 1. Board and Committees

1.1 Board of Directors. The Board is the legislative body that governs the District and is accountable to the public through the following actions:

- Establish policies, procedures, and regulations for District business.
- Establish and oversee the District's finances and its budgets, programs, and performance.
- Provide the resources needed by management and staff to carry out District policy.
- Approve and ensure the implementation of the District's strategic plan and vision.
- Conduct annual performance evaluations of the General Manager/Chief Executive Officer (CEO) and General Counsel.

The Board retains power to accept, reject, amend, influence, or otherwise guide and direct staff actions, through its policies and actions taken by affirmative votes of at least a majority of the members of the Board (i.e., five Board Members, Public Utilities Code Section 103105). No individual Board members can act for or on behalf of the Board without authorization to do so.

The Board's connection to the operational aspects of the District is through the General Manager/CEO. Decisions or instructions of individual Board Members or committees (unless the Board delegates authority to a committee or to the Chair or other individual Board member) are not binding on the General Manager/CEO, who can only take direction from the Board. The Board can only give direction to the General Manager/CEO and not to other District staff (including, but not limited to, the District Secretary). (Adopted by Resolution No. 2026-XX, / /26.)

1.2 Officers. The officers of the ~~San Mateo County Transit~~ District (~~District~~) Board of Directors (~~Board~~) are a Chair and Vice -Chair. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1994-32, 4/13/94), and Resolution No. 2026-XX, / /26.)

~~Section 2.1.3~~ **Chair.** The Chair is elected annually as provided in Section 103103 of the Public Utilities Code, at ~~the first meeting of the Board of Directors, and each year thereafter at its~~ its first meeting in January. It is the duty of the Chair to preside at all meetings of the Board of Directors-, maintain the orderly conduct of business, and serve as the spokesperson for the Board. The Chair may appoint members of the Board of Directors to committees, whether standing or ad hoc, and

serves as ex officio member of all committees except as otherwise set forth herein. The Chair regulates the order of presentation to the Board and may regulate the time allowed to each person making such presentation or who is allowed to speak. The Chair may call a special meeting of the Board for the purposes and in the manner designated below. The Chair performs such other and additional duties as may be designated by the Board. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1994-32, 4/13/94; Resolution No. 1997-31, 5/14/97; and Resolution No. 1997-31; 5/14/97)2026-XX, / /26.)

~~Section 3.1.4~~ **Vice -Chair**. The Vice -Chair is elected at the first meeting of the Board in January of each year. The Vice -Chair performs the duties of the Chair in the Chair's absence or incapacity. In the absence of both the Chair and the Vice -Chair from a Board meeting, the Board must appoint a presiding officer pro tempore from among the members present. If the office of the Chair becomes vacant for any reason, the Vice -Chair will become the Chair and the Board must elect a successor Vice -Chair from its membership at the next regular meeting. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1994-32, 4/13/94; Resolution No. 1997-31; 5/14/97; and Resolution No. 1997-31; 5/14/97)2026-XX, / /26.)

~~Section 4.1.5~~ **Regular Meetings**. Except as otherwise determined by the Board or otherwise provided herein, regular meetings of the Board and the standing committees of the Board are held on the first Wednesday of every month commencing at 2:00 p.m. at the District's Administrative Headquarters located at ~~1250 San Carlos Avenue, San Carlos~~ 166 N. Rollins Road in Millbrae, California. ~~Meetings of the full Board take place directly following the noticed standing committee meetings.~~ (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1987-11, 1/28/87; Resolution No. 1990-97, 11/19/90; Resolution No. 1994-32, 4/13/94; Resolution No. 1994-50, 6/22/94; Resolution No. 2013-58, 12/4/13; and Resolution No. 2013-58, 12/4/13)2026-XX, / /26.)

~~Section 5.1.6~~ **Special Meetings**. The Chair ~~of the Board~~ may, within ~~his or her~~ their discretion, or upon the request of any two members with concurrence of the Chair, call a special meeting for the purpose of transacting any business so specified in the meeting notice. Such notice must be made at least twenty-four (24) hours before the time of such special meeting, as further described in Section ~~4.1.12~~ 1.12. Only business that is specified in the special meeting notice may be conducted. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1987-11, 1/28/87; Resolution No. 1994-32, 4/13/94; and Resolution No. 1994-32, 4/13/94)2026-XX, / /26.)

1.7 Meeting Falling on Legal Holiday. In the event any regular or special meeting would fall upon a legal holiday, the meeting will be held on the next succeeding day that does not fall on a holiday, unless otherwise determined by the Board. (Adopted by Resolution No. 1976-24, 4/28/76—Section 6.)

1.8 Meetings Open to the Public. All regular and special meetings of the Board and all standing committees ~~must~~will be open and public in person and via remote or hybrid options as required by law (the Ralph M. Brown Act, codified at Government Code Sections 54950 et seq.), ~~and commonly referred to as the "Brown Act"~~). The agenda for regular meetings must provide an opportunity for persons to address the Board or committee concerning items of interest to the public that are not otherwise listed on the agenda but are within the subject matter jurisdiction of the Board or committee. The agenda for regular and special meetings must provide an opportunity for persons to address the Board or committee concerning any item that has been described in the notice for the meeting before or during consideration of that item. Any regular or special meeting may be adjourned to another date and place specified by the Board or committee, and any such adjourned meeting will be deemed to be a part of the regular or special meeting so adjourned. The Board will take such action as may be required by law to notify the public of all Board meetings including meetings of standing and ad hoc committees. The District Secretary or designee shall make reasonable efforts to publicize and invite groups that do not traditionally participate in public meetings to attend Board meetings. The Board will also take such action as may be required by law to eliminate willful disruption in the conduct of its meetings (Government Code Section 54957.9). To respond to disruptions to public participation during remote or hybrid meetings, the Board has adopted the Policy on Public Participation During Remote or Hybrid Meetings, attached to these rules as Appendix A. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 1987-11, 1/28/87; Resolution No. 1994-32, 4/13/94; Resolution No. 1994-69, 8/10/94; and Resolution No. 2026-XX, / /26.)

1.9 Public Comment by Individual Speakers. The Board or committee may adopt reasonable regulations during each meeting pertaining to the permitted scope and duration of public testimony to be received including, but not limited to, regulations limiting time allocated for public testimony by each individual speaker. ~~Any regular or special meeting may be adjourned~~As a general rule, public speakers will be afforded one minute to another date~~offer comments on matters not on the agenda, items on the Consent Calendar, proclamations, and place specified~~informational reports. Public speakers will be afforded two minutes to offer comments on matters presented for action by the Board~~motion, resolution, or ordinance. When necessary or committee,~~required due to time constraints, the number of speakers, the number of items on the agenda, the complexity of agenda items, or other unique circumstances, the Chair will determine and any such adjourned meeting will be deemed to be a part of the regular or special meeting so adjourned.~~announce limits on speakers at the start of a public comment process.~~ (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1987-11, 1/28/87; Resolution No. 1994-32, 4/13/94; Resolution No. 1994-69, 8/10/94; and Resolution No. 1994-69, 8/10/94)~~2026-XX, / /26.)~~

~~**Section 7. Meeting Falling on Legal Holiday.** In the event any regular or special meeting would fall upon a legal holiday, the meeting will be held on the next~~

~~succeeding day that does not fall on a holiday, unless otherwise determined by the Board. 1.10 (Adopted by Resolution No. 1976-24, 4/28/76)~~

~~Section 8. **Quorum.** A majority of the membership of the Board or any standing committee constitutes a quorum for the purpose of conducting the business of the District. If there is not a quorum, the Chair ~~Board or committee members present or the District Secretary~~ may adjourn the meeting until there is a quorum. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1997-31, 5/14/97); and Resolution No. 2026-XX, / /26.)~~

~~Section 9.1.11 **Call to Order and Roll Call.** The Chair of the Board or any committee call ~~will preside at all meetings, and will call~~ each regular, adjourned, recessed or special meeting to order at the appointed hour. Immediately after the call to order, the District Secretary must ~~will~~ call the roll of the members of the Board or committee and record those present and those absent. If present, members ~~of the Board~~ will be recorded present regardless of their answer or failure to answer to the roll call. Immediately after the roll call, or the appointment of a Chair pro tempore in the event that the Chair and Vice -Chair are absent, the presiding officer will proceed with the order of business. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1994-32, 4/13/94); and Resolution No. 2026-XX, / /26.)~~

~~Section 10.1.12 **Order of Business.** The Order of Business of each Board of Directors meeting, which may not be changed except by consent of a majority of the Board members present, is as follows:~~

- ~~I. Call to Order~~ Roll Call
- ~~II. Roll Call~~ Consent Calendar
- ~~II.~~
- ~~III. Consideration of Any Requests to Change Order of Business~~
- ~~IV. Report Out from Closed Session(s) at Previous Meeting~~
- ~~III.V. Public Comment on Items Not on the Agenda~~
- ~~VI. Consent Calendar~~
- ~~IV.VII. Public Hearing (to be designated on the Agenda at a time certain when applicable)~~
- ~~V.VIII. Report of the Chair~~
- ~~VI.IX. Report of the General Manager/CEO~~
- ~~X. Recess to Committee Meetings~~
 - ~~A. Community Relations Committee / Committee of the Whole~~
 - ~~B. Finance Committee / Committee of the Whole~~
 - ~~C. Strategic Planning, Development and Sustainability Committee / Committee of the Whole~~
 - ~~D. Legislative Committee / Committee of the Whole~~
- ~~XI. Reconvene Board of Directors Meeting~~
- ~~VII.XII. Matters for Board Consideration~~
 - ~~A. Finance Committee~~

- B. Community Relations Committee
- C. Finance Committee
- ~~D. Legislative Committee~~
- E. Strategic Planning, Development and Sustainability Committee
- F. Legislative Committee
- G. Audit Committee
- ~~H. General Counsel Proposals~~
- ~~VIII.XIII.~~ Written Communications to the Board of Directors
- ~~IX.XIV.~~ ~~Requests of~~ Board Members Requests
- ~~X.XV.~~ ~~Date and Place/ Time~~ of Next Regular Meeting
- XVI. Report of the General Counsel / Closed Sessions
- ~~XI.XVII.~~ Adjournment

The Consent Calendar must be prepared prior to every meeting of the Board and incorporated in the agenda circulated to Board members. The Consent Calendar may include items that are regularly presented to the Board of Directors and are routine in nature, such as minutes, financial statements and relatively small-value contracts. Upon presentation of the Consent Calendar for approval, any member of the Board or any member of the public may request of the Chair that an item or items listed on the Consent Calendar be considered and acted upon separately. Each such Board member request (including any request made by a member of the Board in response to the request of a member of the public) must be granted ~~and such that~~ the referenced item(s) are separately heard and acted upon by the Board of Directors after approval of the remainder of the Consent Calendar. Adoption of the Consent Calendar requires the affirmative vote of a majority of the members of the Board. (Adopted by Resolution No. 1976-24, 4/28/76₇₂; Amended by Resolution No. 1978-58, 9/20/78₇₁; Resolution No. 1987-11, 1/28/87₇₁; Resolution No. 1994-32, 4/13/94₇₁; Resolution No. 1997-81, 12/10/97; and Resolution No. ~~1997-81, 12/10/97~~2026-XX, / /26.)

~~Section 11.1.13~~ **Agenda.** Prior to every meeting of the Board and each standing committee, the General Manager/CEO, in consultation with the Board or committee Chair, must prepare an agenda which sets forth a brief general description of each item of business to be transacted or discussed by the Board or committee, including matters to be discussed in closed session and matters specifically requested for consideration by any Board member. A complete copy of each agenda ~~will be delivered, together with supporting materials, is provided by U.S. mail, electronic mail, or mailed personal delivery~~ to each Board or committee member so as to reach the recipient at least three (3) days prior to the scheduled regular Board or committee meeting and at least one (1) day prior to the scheduled special Board or committee meeting. A copy of the agenda, containing a brief general description of each item of business to be transacted or discussed, must be posted in a location freely accessible to the public and on the District's website at least seventy-two (72) hours before each regular meeting, and at least twenty-four (24) hours before each special meeting. No action may be taken on any item not appearing on the posted agenda unless (1) a majority of the Board or committee determines that an emergency situation exists; (2) two-thirds of the Board or

committee, or, if less than two-thirds are present, all of the members present, determine that there is a need to take immediate action and that the need for action came to the attention of the District subsequent to the agenda being posted; ~~or~~ (3) the item was posted in an agenda for a meeting of the Board or committee held not more than five calendar days earlier, where the item was continued to the meeting where action is being taken, or (4) as permitted by law. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1987-11, 1/28/87 Resolution No. 1994-32, 4/13/94; and Resolution No. 1994-32, 4/13/94)2026-XX, / /26.)

~~Section 12.1.14~~ **Manner of Voting.** Actions of the Board take the form of ordinances, resolutions, or motions. Voting on ordinances and resolutions, or any other matters which may be requested by the majority of the Board members, must be by roll call. Voting by motion ~~must~~may be conducted by voice vote ~~and~~with any objections and/or abstentions recorded. If any Board members are participating via teleconference, all votes must be by roll call. (Adopted by Resolution No. 1976-24, 4/28/76). Amended by Resolution No. 2026-XX, / /26.)

~~Section 13.1.15~~ **Voting Requirements.** All official acts of the Board require the affirmative vote of a majority of the members of the Board. Every Board member present when a question is put to a vote must vote for or against it, unless a member ~~has abstained~~abstains for cause. (Adopted by Resolution No. 1976-24, 4/28/76). Amended by Resolution No. 2026-XX, / /26.)

~~Section 14.1.16~~ **Minutes of Meeting.** ~~Typewritten~~The minutes of the meetings of the Board and standing committees ~~must~~will be kept and maintained as permanent records by the District Secretary. The minutes will describe each particular type of business transacted, set off in paragraphs with proper descriptive headings. The minutes serve as a record of business considered and actions taken by vote of the Board or committee, ~~and must include a summary of matters discussed.~~ The District Secretary is not required to make a verbatim transcript of the proceedings, providing that such proceedings are recorded ~~and,~~ recordings are made available on the District website, ~~and for at least the past two years, recordings more than two years old are made available upon request for as long as they are retained, and recordings are retained in accordance with applicable policy.~~ Minutes must include all proposed actions voted upon by the Board or committee ~~are recorded in the minutes,~~ with the names of those members who voted for, and against, abstained, or was absent for each proposal. ~~The District Secretary~~Minutes also must ~~make a record of~~reflect the names ~~and cities of residence~~ of persons addressing the Board or committee, if to the extent such information is ~~provided to the District Secretary upon request~~made available, along with the title of the subject matter to which their remarks were directed and an indication as to whether they spoke in support of or in opposition to such item. A copy of the minutes of the Board or committee must be provided to the Board or committee to be considered and approved at a future Board or committee meeting. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1994-32, 4/13/94); and Resolution No. 2026-XX, / /26.)

~~Section 15. Remarks of Board Members When Entered in Minutes. A Board member may request, through the presiding officer, the privilege of having an abstract of his or her statement on any subject matter under consideration by the Board or any standing committee entered into the minutes. 1.17(Adopted by Resolution No. 1976-24, 4/28/76)~~

~~Section 16. Board Committees.~~

A. Procedures Generally. The Chair of the Board appoints the members and chairs of all committees. Each standing committee consists of no more than three (3) members, plus the Chair as an ex-officio member; except, however, that the Audit Committee consists of up to four (4) members, including the Chair, and including at least one (1) member of the Board who is also a member of San Mateo County Board of Supervisors and at least one (1) member of the Board who was appointed to the Board by the Council of Cities.

If a member of a standing committee is absent from a committee meeting, and the committee is not convened as a Committee of the Whole pursuant to subsection C, the chair of the committee or the committee member presiding over the meeting may appoint another Board member present to serve on the committee in place of such absent member. If more than one member of the committee is absent from a committee meeting, the chair of the committee or the committee member presiding over the meeting may appoint one or more non-committee Board member(s) to serve on the committee in place of such absent members. (Amended by Resolution No. 1997-81, 12/10/97 and Resolution No. 1998-5, 1/14/98).)

Except as otherwise determined by the committee chair and except in the case of the Audit Committee, regular meetings of standing committee meetings are held once a month, normally just prior to on the same afternoon as regular Board meeting-meetings. Except as otherwise determined by the Audit Committee chair, Audit Committee meetings are held at the commencement of the financial audit process in the beginning of each fiscal year, upon conclusion of the annual financial audit process, and as necessary to address issues that may arise at other times. -

~~Persons wishing to address a committee concerning items of interest to the public that are within the subject matter jurisdiction of the committee may do so, provided that the committee may adopt reasonable regulations during each meeting pertaining to the permitted scope and duration of public testimony to be received including, but not limited to, regulations limiting the total amount of time allocated for each individual speaker. (Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1987-11, 1/28/87, Resolution No. 1994-32, 4/13/94, Resolution No. 1994-32, 4/13/94 and Resolution No. 31; 5/14/97); and Resolution No. 2026-XX, / /26.)~~

B. Standing Committees. The standing Committees of the Board are the:

- (1) Finance Committee
- (2) Community Relations Committee (Accessibility, Senior Services and Community Issues)
- (3) Legislative Committee
- (4) Strategic Planning, Development & Sustainability Committee (Amended by Resolution No. 2009-19, 4/8/09, ~~Amended by; and~~ Resolution No. 2016-63).)
- (5) Audit Committee (Amended by Resolution No. 2016-26).)

Committees report on any subject referred to them by the Board, or by the Chair of the Board, and give their recommendations thereon.

The functions and responsibilities of each standing committee are as set forth below.

- (1) ~~1.~~ Finance Committee. The Finance Committee's responsibilities include but are not limited to:
 - a. ~~a.~~ Review of the District's annual (and/or biennial, at the Board's discretion) operating budget and capital budget.
 - b. ~~b.~~ Review of the District's multi-year operating and capital expenditure projections and long-range financial planning.
 - c. ~~c.~~ Review of accounting and auditing practices and the preparation of all financial reports by the staff.
 - d. ~~d.~~ Review and oversight of all matters pertaining to labor contracts and grievance procedures.
 - e. ~~e.~~ Review of any benefits extended to employees, with respect to their uniformity and fairness to various segments of the labor force, and their impact on the District's overall operating costs.
 - f. ~~f.~~ Review of any major financial commitments which will bind the present Board or its successors to fixed annual payments (e.g. capital improvement debt obligations, insurance contracts, employee benefits, such as pension plans, etc.).
 - g. ~~g.~~ Review of procurement contracts, including public works, professional services, and technology contracts, as well as contract amendments, contract terminations, proposed proposal or bid rejections, and related matters.
 - h. ~~h.~~ Oversight responsibility regarding District improvement programs.

- i. ~~i.~~—Submit recommendations concerning these matters for further consideration by the Board.

(Amended by Resolution No. 2016-63); and Resolution No. 2026-XX, / /26.)

(2-) Community Relations Committee (Accessibility, Senior Services, and Community Issues). The Community Relations Committee's responsibilities include but are not limited to:

- a. ~~a.~~—Receive reports on bus, paratransit and multi-modal performance and ridership, including developing trends and metrics.
- b. ~~b.~~—Review and oversee programs and procedures relating to senior services and the District's responsibilities with regard to implementation of the Americans with Disabilities Act.
- c. ~~c.~~—Review and develop programs and procedures for public information, press relations, marketing, advertising and community participation.
- d. ~~d.~~—Establish contacts with organizations which can assist the District in promoting the utilization of public transportation in San Mateo County.
- e. ~~e.~~—Establish liaison with the Citizens Advisory Committee.
- f. ~~f.~~—Submit recommendations concerning these matters for further consideration by the Board.

(3-) Legislative Committee. The Legislative Committee's responsibilities include but are not limited to:

- a. ~~a.~~—Review of federal, state and local legislation impacting the District.
- b. ~~b.~~—Review and develop new legislative proposals and programs for the benefit of the District.
- c. ~~c.~~—Review or develop the District's annual legislative program.
- d. ~~d.~~—Review or propose strategies to support or oppose legislation that affects the District or its mission.
- e. ~~e.~~—Submit recommendations concerning these matters for further consideration by the Board.
(Amended by Resolution No. 2016-63).)

(4-) Strategic Planning, Development & Sustainability Committee. The Strategic

Planning, Development & Sustainability Committee's responsibilities include are not limited to:

- a. ~~a.~~—Review and oversee strategic planning for the District, including plan development and adjustments, and implementation of related initiatives.
- b. ~~b.~~—Review and oversee development of District programs and projects.
- c. ~~c.~~—Review and oversee District sustainability initiatives.
- d. ~~d.~~—Submit recommendations concerning these matters for further consideration by the Board.

(Amended by Resolution 2009-19, 4/8/09, ~~Amended by;~~ and Resolution No. 2016-63).)

(5.) Audit Committee. The Audit Committee's responsibilities include but are not limited to:

- a. Meet with District's auditors at the initiation of each annual financial audit process to outline issues of particular interest to the Audit Committee, and be briefed on the auditors' plan for the audit scope and schedule.
- b. Meet with the annual auditors to receive the audit findings in advance of presentation of the final audit report to the Board of Directors.
- c. Receive information on opportunities and deficiencies identified by the auditors.
- d. At the discretion of the General Manager/CEO and/or Chair of the Board, receive reports on other audits of the District, whether performed at the behest of the District or by another Federal, State or local agency.
- e. Recommend policies to the Board or other appropriate standing committee(s) to address opportunities identified during any governmental audit of the District or of any agency managed by the District.
- f. Report on any subject referred to it by the Board, or by the Chair of the Board, and give its recommendations thereon for further consideration by the Board.

(Amended by Resolution No. 2016-63).)

C. Committee of the Whole. To allow full participation by Board members at meetings of standing committees, each standing committee meeting except for Audit Committee meetings may be noticed as a "Committee of the Whole." In the event that a quorum of Board members is present, the standing committee will automatically convert into a Committee of the Whole. Likewise, if there is no longer a quorum of the Board, then the Committee of the Whole will automatically convert back into a standing committee. The Chair of the standing committee would serve as Chair of the Committee of the Whole.

The agenda for each standing committee may include the following footnote:

This Committee may be attended by Board members who do not serve on this Committee. In the event that a quorum of the entire Board is present, this Committee will act as a Committee of the Whole. In either case, any item acted upon by the Committee or the Committee of the Whole will require consideration and action by the full Board of Directors as a prerequisite to its legal enactment.

(Amended by Resolution No. 1998-5, 1/14/98).)

D. Ad Hoc Advisory Committees. Special ad hoc advisory committees may be formed and appointed by the Chair and in the Chair's absence, the Vice -Chair, to study, review and recommend policies and positions dealing with specific issues or activities related to the District.

~~Section 17.1.18 Citizens Advisory Committee.~~ The Board may appoint a Citizens'Citizens Advisory Committee (CAC) to act in an advisory capacity to the Board. CACs play an important public-facing role in local government, acting as channels of communication and information between the public and the Board. CACs help shape the public perception of local government and members should expect that their statements and conduct may be perceived by the public as a reflection of the Board and the District as a whole. As the public face of the Board, members of CACs are expected to conduct themselves in a manner consistent with Board policy and the expectations of the Board as their appointing body.

The principal function of arethe District's CAC is to assist the Board in articulating the interests and needs of transit users and potential transit users in San Mateo County. - The number and composition of the Citizens Advisory Committee may be determined by the Board and members will serve at the pleasure of the Board. The activities of the CAC include:

~~The activities of the Citizens Advisory Committee include:~~

- a. ~~a.~~—Seek the views of various groups of users and potential users of public transit and develop proposals and recommendations for meeting the transit needs of such groups for submission to the Community Relations Committee.
- b. ~~b.~~—Review and comment on staff proposals and actions as requested by the Board.
- c. ~~c.~~—Perform the function of community information officers.
- d. ~~d.~~—Assist the Board in any manner the Board may deem appropriate. A member of the ~~Citizens Advisory Committee~~CAC may serve as liaison at the Board of Directors' meetings.

The number and composition of the CAC may be determined by the Board and members serve at the pleasure of the Board. Appointment to the CAC is based on such criteria as the Board may specify, including such criteria as expertise, ability to work well with staff and the public, effectiveness as a representative of the entire community, and adherence to District values, policies, priorities, procedural rules, and expectations as expressed by the Board. Appointees are at-will and serve at the pleasure of the Board. Appointees have no vested rights in serving on the CAC or in remaining as a member of the CAC for any period of time.

The following guidelines apply to the Board's relationship to the CAC:

(a) *If attending a CAC meeting, be careful to only express personal opinions.* Board members may attend any CAC meeting, which are always open to any member of the public. However, they should be sensitive to the way their participation – especially if it is on behalf of an individual, business or developer – could be viewed as unfairly affecting the process. Any public comments by a Board member at a CAC meeting should be clearly expressed as individual opinions and not representations of the feelings of the entire Board.

(b) *Respect that CACs serve at the pleasure of the Board as a whole, not individual Board members.* The Board appoints individuals to serve on a CAC, and it is the responsibility of the CAC to follow policy established by the Board, but CAC members do not report to individual Board members, nor should individual Board members feel they have authority to direct CAC members to recommend or decide an issue in a particular way.

(c) *Be respectful of diverse opinions.* A primary role of the CAC is to represent many points of view in the community and to provide the Board with advice based on a full spectrum of concerns and perspectives. Individual Board members may have a closer working relationship with some individuals serving on the CAC, but must be fair and respectful of all individuals serving on the CAC.

(Adopted by Resolution No. 1976-24, 4/28/76; Amended by Resolution No. 1987-11, 1/28/87, Resolution No. 1994-32, 4/13/94, Resolution No. 1994-32, 4/13/94, Resolution No. 31; 5/14/97, and Resolution No. 31; 5/14/97)2026-XX, / /26.)

~~Section 18. Robert's~~**1.19 Reports of Committees.** Committees will report on any subject referred to them by the Board or Community Relations Committee (e.g., for the CAC), or by the Chair of the Board or Community Relations Committee, and will give their recommendations or input to the Board or Community Relations Committee on the particular subject. (Adopted by Resolution No. 2026-XX, / /26.)

1.20 Rosenberg's Rules of Order. All rules of order not herein provided for are to be determined in accordance with the latest revised edition of ~~Robert's~~Rosenberg's Rules of Order. (Adopted by Resolution No. 1976-24, 4/28/76). Amended by Resolution No.

2026-XX, / /26.)

Section 19.

Article 2. Board/Public Communications

2.1 General. Individual Board Members have no individual authority and should not make any promises on behalf of the Board or the District. Only the Board can commit the District to an action or a policy.

2.2 Form of Communication. Board Members should be aware of how various forms of communication affect how messages are received: formal versus informal, written versus verbal, in-person versus over the phone versus electronic. Board members should use each form of communication in an effective manner at the appropriate time.

2.3 Communicating with the Public. A Board Member can always communicate with District constituents. Board Members should inform the General Manager/CEO about concerns from constituents as, often, the concerns can be handled administratively or are already being addressed.

2.4 Assistance from General Manager/CEO or Staff. Board Members should confer with the General Manager/CEO if in doubt about a District policy or other facts, or whenever guidance or assistance is desired in these matters.

2.5 Communication as a Representative of the Board. Board Members will represent the official policies or positions of the Board to the best of their ability when designated as delegates for this purpose. When representing the Board, the Board Member may use District letterhead, the District logo or seal, or any functional electronic equivalent thereof.

2.6 Communication with the Media. Board and CAC Members should forward media inquiries to the General Manager/CEO, or Board Members should confer with the General Manager/CEO prior to speaking with the media to ensure that they are fully briefed on the facts associated with the topic. For the purpose of assuring consistency in conveying messages regarding District business to the public through the media, as a general rule the Chair will serve as the spokesperson for the Board and committees. Board Members should respect adopted Board policies and decisions even when in the minority and clarify when their view is a personal opinion. In the event a Board Member communicates with the media, they should inform the General Manager/CEO as soon as possible.

2.7 Communication in Private Capacity. When presenting their individual opinions and positions, Board members will explicitly state they do not represent the District, nor will they allow the inference that they do. Board Members should keep in mind that even when they are speaking as private individuals, the audience could nevertheless hear and attribute their comments as positions of the District. If Board Members send

correspondence stating their personal views related to District business and use their title as a Board Member, such correspondence should clearly state that the statements are the view of the sending Board Members and not the official position of the District. The sending Board Member should convey a copy of such correspondence to the General Manager/CEO and/or District Secretary, who will circulate it to the other Board Members for their information. When corresponding as an individual, the Board Member may not use District letterhead, the District logo or seal, or any functional electronic equivalent thereof.

2.8 No Political Endorsements. No endorsements of candidates or measures on an election ballot will be discussed or displayed at meetings of the District Board or any related committee, except the District Board may consider taking formal positions on ballot measures directly related to its business.

(Adopted by Resolution No. 2026-XX, ___ / ___ /26.)

Article 3. Electronic Communications

3.1 General. To the extent feasible, Board Members are expected to limit their use of personal electronic devices during public meetings to only those uses necessary to facilitate their participation in such meetings. Examples of necessary uses include review of agenda materials, notes or related information assembled prior to the meeting, or taking notes on information shared during the meeting. If Board Members receive public or stakeholder input during Board meetings on matters before the District via their personal electronic devices, they are encouraged to disclose such communications for the record of the meeting and for the benefit of the Board's consideration.

3.2 Public Records. Board Members understand and agree that by using their personal electronic devices during a public meeting, the information on those devices may become subject to discovery, the Public Records Act, or other requests, and they agree to cooperate with the District in responding to such requests including through direct access to their devices as necessary in order to allow the District to comply with law or court orders, or to defend itself in any action.

(Adopted by Resolution No. 2026-XX, ___ / ___ /26.)

Article 4. Code of Ethics and Good Governance

The ethics and good governance standards below will govern Members of the Board and of all District Committees and advisory bodies (collectively referred to as "Member" or "Members").

4.1 Governance

4.1.1 Governance. All Members represent and serve the whole of San Mateo County.

4.1.2 Conduct of Members. The professional and personal conduct of Members while serving the District must be above reproach and avoid even the appearance of impropriety.

4.1.3 Policy Role of Members. The Board determines the policies of the District with the advice, information and analysis provided by staff, advisory bodies, and the public. Members will not interfere with the administrative functions of the District or the professional duties of staff; nor will they impair the ability of staff to implement Board policy decisions.

4.1.4 Positive Workplace Environment. Members will support the maintenance of a positive and constructive workplace environment for District staff and for community members and businesses dealing with the District. Members will recognize their special role in dealings with District staff so as not to create the perception of inappropriate direction to staff.

4.1.5 Staff Performance. The General Manager/CEO is responsible for addressing all staff performance issues, including hiring, disciplining, and terminating employees. Any Member concerns with staff performance should be discussed with the General Manager/CEO only.

4.2 Ethics

4.2.1 Conflict of Interest. In order to assure their independence and impartiality on behalf of the common good and compliance with conflict-of-interest laws, Members will use their best efforts to refrain from creating an appearance of impropriety in their actions and decisions. Members will not use their official positions to influence government decisions in which they have a material financial interest.

A Member who has a potential conflict of interest regarding a particular decision will disclose the matter to the General Counsel and reasonably cooperate with the General Counsel to analyze the potential conflict. If advised by the General Counsel to seek advice from the Fair Political Practices Commission (FPPC) or other appropriate state agency, a Member should not participate in a decision unless and until he or she has requested and received advice allowing the member to participate. A Member will diligently pursue obtaining such advice. The Member will provide the Chair and the General Counsel a copy of any written request or advice, and conform their participation to the advice given. In providing assistance to Members, the General Counsel represents the District and not individual Members.

In accordance with the law, Members will disclose investments, interests in real property, sources of income, and gifts; and if they have a conflict of interest regarding a particular decision, will not, once the conflict is ascertained, participate in the decision and will not discuss or comment on the matter in any way to any person including other Members unless otherwise permitted by law.

4.2.2 Gifts and Favors. Members will not take any special advantage of services or opportunities for personal gain, by virtue of their public office that is not available to the public in general. They will refrain from accepting any gifts, favors or promises of future benefits which might compromise their independence of judgment or action or give the appearance of being compromised.

4.2.3 Use of Public Resources. Members will not use public resources which are not available to the public in general (e.g., District staff time, equipment, supplies or facilities) for private gain or for personal purposes not otherwise authorized by law.

4.2.4 Confidential Information. Members must maintain the confidentiality of all written materials and verbal information provided to Members on a confidential or privileged basis. Members will neither disclose confidential information without proper legal authorization, nor use such information to advance their personal, financial or other private interests.

(Adopted by Resolution No. 2026-XX, / /26.)

Article 5. Conduct Protocols

The conduct protocols below govern Members of the Board and of all advisory bodies (collectively referred to as "Member" or "Members").

5.1 Members' Conduct with Each Other in Public Meetings. Members are individuals with a wide variety of backgrounds, personalities, values, opinions, and goals who have chosen to serve the District to preserve and protect the present and the future of the community. In all cases, this common goal should be acknowledged even though individuals may not agree on every issue.

5.1.1 Honor the Role of the Chair. It is the responsibility of the Chair to keep the comments of members on track during public meetings. Members should honor efforts by the Chair to focus discussion on current agenda items. If there is disagreement about the agenda or the Chair's actions, those objections should be voiced politely and with reason, following procedures outlined in parliamentary procedure.

5.1.2 Practice Civility and Decorum. Difficult questions, tough challenges to particular points of view, and criticism of ideas and information are legitimate elements of debate by a free democracy in action. Belligerent, personal, impertinent, slanderous, threatening, abusive, or disparaging comments are never appropriate.

5.2 Interaction with Public in District Meetings. Making the public feel welcome is an important part of the democratic process. It is inappropriate to show signs of partiality, prejudice or disrespect toward an individual participating in a public forum. Every effort should be made to be fair and impartial in listening to public testimony.

5.2.1 No Response to Public Comment. To ensure compliance with the

Appendix A
Policy on Public Participation During Remote or Hybrid Meetings

This policy outlines the procedure for managing disruptions to two-way remote participation tools during meetings of the Board of Directors (Board) as well as Committee meetings subject to the Ralph M. Brown Act, as may be amended (the Brown Act). This policy complies with legislative amendments to the Brown Act under Senate Bill 707. Effective July 1, 2026, the following procedure shall apply:

- 1) **Recess Upon Disruption:** If a disruption prevents public participation through two-way telephonic or audiovisual platforms, the Board shall recess the open session and make good faith efforts to restore the disrupted means of public access.
- 2) **Closed Session During Recess:** During the recess, the Board may meet in closed session to address matters lawfully permitted under the Brown Act.
- 3) **Reconvening Open Session:** The Board may not reconvene open session until at least one hour has elapsed or the disrupted means of public access have been restored, whichever occurs first.
- 4) **Continuing Without Restored Access:** If the disrupted means of public access cannot be restored after one hour of good faith efforts, the Board may reconvene in open session only after adopting, by roll call vote, the following findings: (i) good faith efforts were made to restore access in accordance with this policy; and (ii) the public interest in continuing the meeting outweighs the public interest in remote access.



Proposed Updates to Board Rules of Procedure



Background

1976

**First
Adopted**

Original Rules of Procedure

12×

**Times
Amended**

Over the past 50 years

2016

**Most Recent
Amendment**

Clarified outdated language
and simplified provisions

Purposes, Contents

- Roles of the Board, Chair, and Vice Chair
- Time and place of regular meetings
- Compliance with California open meeting laws
- Quorum definition and voting requirements
- Processes for commencing and running meetings
- Structure and purview of Board committees
- Board meeting agenda order and minutes
- Rules of Order (currently: Robert's Rules)
- Process to amend the Rules

Key Updates: Revisions to Existing Provisions

Topics from the current Rules are preserved in proposed Article 1 — “Board and Committees” — with the following substantive changes:

Topic	Proposed Change
Agenda Order	Section 1.12: Revised order of business to reflect current practice; Board (not public) may request separate Consent Calendar action
Rules of Order	Section 1.20 replaces Robert’s Rules with Rosenberg’s Rules of Order — more accessible and preferred by many local agencies
Public Comment	Section 1.9 updated time limits for public comment: one minute for non-agenda/consent items; two minutes for action items

Key Updates: Revisions to Existing Provisions

Topics from the current Rules are preserved in proposed Article 1 — “Board and Committees” — with the following substantive changes:

Topic	Proposed Change
Board & Chair Roles	Sections 1.1–1.4 updated to reflect the Board’s and Board Chair’s current roles and responsibilities
SB 707	Sections 1.8 and 1.14 updated to comply with SB 707, including two-way remote participation and disruption policies
Minutes	Section 1.16 updated to transition from summary minutes to action minutes
CAC & Committees	Sections 1.18–1.19 added to address CAC roles and how committees make recommendations or referrals to the Board

Key Updates: New Articles

Four new articles are proposed, largely mirroring recent updates to the SMCTA's Rules of Procedure and reflecting best practices from peer agencies across California:

Article 2

Board / Public Communications

Addresses when, how, and when not to communicate on behalf of the District

Article 3

Electronic Communication

Addresses use of electronic devices during Board meetings

Article 4

Code of Ethics & Good Governance

Best practices in ethics and good governance, inc. maintaining a positive workplace, conflicts of interest, use of public resources, and confidentiality

Article 5

Conduct Protocols

Addresses Board and advisory committee meeting decorum and civility

Next Steps

1

Month of June

- Direct questions/comments on proposed current/proposed Rules to Legal Counsel or District Secretary's Office
- Staff will incorporate Board input into revised draft

2

July 8

- Revised Rules to be agendized for approval at July 8, 2026 meeting
- Two-step process is consistent with amendment procedures in current (and proposed) Rules

