



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Board of Directors Meeting

July 2, 2025, 2:00 pm

Primary Location:

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

Secondary Location:

17907 Holli Blue Road
Champion, MI 49861

Members of the public may attend in-person or participate remotely via Zoom at: <https://us02web.zoom.us/j/81001317517?pwd=6LuOhomk1KpISW9X2CbpthZRGreaIA.1> or by entering Webinar ID: **810 0131 7517**, Passcode: **792571** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:

- Cough
- Shortness of Breath
- Fever
- Chills
- Muscle Pain
- Sore Throat
- Loss of Taste or Smell

2. Wearing of masks is recommended but not required.

Public Comments: Public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>.

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

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

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

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

Wednesday, July 2, 2025

2:00 pm

1. Call to Order / Pledge of Allegiance
2. Roll Call
3. Consideration of any requests from Directors to participate remotely due to Emergency Circumstances
4. Adoption of Agenda Motion
5. Report of the General Counsel
 - 5.a. Report Out from Closed Session at June 4, 2025 Board Meeting
 - 5.a.1. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Paul Ghenis v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV- 04138
 - 5.b. Recess to Closed Session
 - 5.b.1. Closed Session: Conference with Legal Counsel - Initiation of litigation pursuant to Government Code section 54956.9(d)(4): 1 case
6. Reconvene Regular Session
7. Report of the General Counsel - Report Out from Above Closed Session (Verbal)
8. Consent Calendar
 - 8.a. Approval of Minutes of the Board of Directors Meeting of June 4, 2025 Motion
 - 8.b. Accept Statement of Revenues and Expenses for the Period Ending May 31, 2025 Motion

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

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|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| 8.c. | Adopting an Updated Safety-Sensitive Policy Concerning Substance Abuse | Resolution |
| 8.d. | Authorizing an Amendment to a Contract with Vintage Elevator Services, Inc. to Provide Elevator Test, Inspection and Maintenance Services to Increase the Total Not-to-Exceed Amount by \$250,000 and Extend the Term for Two Years | Resolution |
| 8.e. | Authorizing Exercise of an Option to Extend the Term of Agreement with the San Mateo County Sheriff's Office for Law Enforcement Services for Five Years at an Estimated Cost of \$11,585,704 | Resolution |
9. 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.
10. Report of the General Manager/CEO
- | | | |
|-------|-----------------------------------------------------|---------------|
| 10.a. | Report of the General Manager/CEO June 25, 2025 | Informational |
| 10.b. | Monthly New Headquarters Construction Status Update | Informational |
11. Recess to Committee Meetings
- 11.a. Community Relations Committee / Committee of the Whole
D. Canepa (Chair), M. Fraser, J. Speier
- | | | |
|---------|--------------------------------------------------------------------------------------------------|---------------|
| 11.a.1. | Call to Order | |
| 11.a.2. | Approval of Minutes of the Community Relations Committee Meeting of June 4, 2025 | Motion |
| 11.a.3. | Approve Appointment of James Ganner, Representing Bus Riders, to the Citizens Advisory Committee | Motion |
| 11.a.4. | Accessible Services Update | Informational |
| 11.a.5. | Citizens Advisory Committee Update | Informational |
| 11.a.6. | Paratransit Advisory Council Update | Informational |

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

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| 11.a.7. Monthly State of Service Report May 2025 | Informational |
| 11.a.8. Adjourn | |
| 11.b. Finance Committee / Committee of the Whole
<i>B. Esser (Chair), D. Canepa, R. Medina</i> | |
| 11.b.1. Call to Order | |
| 11.b.2. Approval of Minutes of the Finance Committee Meeting of June 4, 2025 | Motion |
| 11.b.3. Approving and Ratifying the Insurance Program for Fiscal Year 2026 | Motion |
| 11.b.4. Awarding Contracts to Trillium USA Company, LLC for (1) Design, Construction, and Commissioning of a Permanent Hydrogen Fueling Station for a Total Amount of \$17,365,635.39, and (2) Maintenance Services for a Not-to-Exceed Amount of \$1,696,358.16 for a Three-Year Base Term and Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$1,277,704.08 | Motion |
| 11.b.5. Adjourn | |
| 11.c. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
<i>R. Medina (Chair), M. Chuang, P. Ratto</i> | |
| 11.c.1. Call to Order | |
| 11.c.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 4, 2025 | Motion |
| 11.c.3. Adopting the San Mateo County Transit District Fiscal Years 2026-2029 Capital Improvement Plan and Fiscal Years 2026-2035 10-Year Capital Program | Motion |
| 11.c.4. Introduction to the Bus Stop Improvement Project Amenity Design Refresh Project | Informational |
| 11.c.5. Adjourn | |

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

11.d. Legislative Committee / Committee of the Whole

J. Powell (Chair), P. Ratto, J. Speier

11.d.1. Call to Order

11.d.2. Approval of Minutes of the Legislative Committee Meeting of June 4, 2025 Motion

11.d.3. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 476 (González) Motion

11.d.4. Receive Senate Bill 63 Update Motion

- a. San Mateo County Polling Updates
- b. Presentations From Transit Agencies Seeking Senate Bill 63 Funding Regarding Their Fiscal Conditions
- c. Term Sheet Proposal on Caltrain Member Agencies Contributions - Discussion and Direction
- d. Senate Bill 63 Opt In Decision - Discussion

11.d.5. Adjourn

12. Reconvene Board of Directors Meeting

13. Report of the Chair

13.a. Convening Human Resources Ad Hoc Committee to Oversee Performance Evaluations of General Manager/Chief Executive Officer and General Counsel and Seeking Board's Delegation of Authority to Engage Evaluation Process Facilitator Motion

14. Matters for Board Consideration: Community Relations Committee

14.a. Approve Appointment of James Ganner, Representing Bus Riders, to the Citizens Advisory Committee Motion

15. Matters for Board Consideration: Finance Committee

15.a. Approving and Ratifying the Insurance Program for Fiscal Year 2026 Resolution

- 15.b. Awarding Contracts to Trillium USA Company, LLC for (1) Design, Construction, and Commissioning of a Permanent Hydrogen Fueling Station for a Total Amount of \$17,365,635.39, and (2) Maintenance Services for a Not-to-Exceed Amount of \$1,696,358.16 for a Three-Year Base Term and Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$1,277,704.08 Resolution
- 16. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee
 - 16.a. Adopting the San Mateo County Transit District Fiscal Years 2026-2029 Capital Improvement Plan and Fiscal Years 2026-2035 10-Year Capital Program Resolution
- 17. Matters for Board Consideration: Legislative Committee
 - 17.a. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 476 (González) Motion
 - 17.b. Receive Senate Bill 63 Update: Term Sheet Proposal on Caltrain Member Agencies Contributions - Discussion and Direction Motion
- 18. Communications to the Board of Directors
- 19. Board Members Requests
- 20. Date / Time of Next Regular Meeting: Wednesday, August 6, 2025, at 2:00 pm
The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.
- 21. 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

This meeting will be held in-person at: San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Members of the public may attend in-person or participate remotely via Zoom as per the information provided at the top of the agenda.

*Should Zoom not be operational, please check online at: <https://www.samtrans.com/meetings> for any updates or further instruction.

Public Comment

Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Prior to the meeting's call to order, public comments may be submitted to publiccomment@samtrans.com prior to the meeting's call to order so that they can be sent to the Board as soon as possible, while those received during or after an agenda item is heard will be included into the Board's weekly correspondence and posted online at: <https://www.samtrans.com/meetings>.

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

Accessible Public Meetings/Translation

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

Availability of Public Records

All public records relating to an open session item on this agenda that are not exempt from disclosure pursuant to the California Public Records Act and that are distributed to a majority of the legislative body will be available for public inspection at 1250 San Carlos Avenue, San Carlos, CA 94070 at the same time that the public records are distributed or made available to the legislative body.

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Board of Directors
DRAFT Minutes of June 4, 2025**

Members Present: D. Canepa (arrived at 2:04 pm), B. Esser, M. Fraser, R. Medina (arrived at 2:20 pm), J. Powell, P. Ratto, J. Speier, M. Chuang (Acting Chair)

Members Absent: J. Gee (Chair)

Staff Present: B. Baney, T. Bartholomew, J. Cassman, A. Chan, K. Christopherson, T. Dubost, J. Epstein, L. Lumina-Hsu, L. Millard-Olmeda, J. Mello, D. Olmeda, D. Santoro, C. Schultz, M. Tolleson, M. Tseng

1. Call to Order / Pledge of Allegiance

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

2. Roll Call

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

3. Consideration of requests, if any, of Directors to participate remotely due to Emergency Circumstances – There were none.

4. Consideration of Any Requests to Change Order of Business

The Board will hear 9.d. Strategic Planning, Development, and Sustainability before 9.c. Legislative Committee.

Motion/Second: Esser/Ratto

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

Noes: None

Absent: Canepa, Medina, Gee

5. Consent Calendar

5.a. Approval of Minutes of the Board of Directors Meeting of May 7, 2025

5.b. Accept Statement of Revenues and Expenses for the Period Ending April 30, 2025

5.c. Accept Quarterly Fuel Hedge Update for Quarter 3 of Fiscal Year 2025

5.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 2026 – Approved by Resolution No. 2025-23

- 5.e. Supporting and Authorizing Submittal of Four Applications for the San Mateo County Transportation Authority's 2025 Cycle 1 Measure W Regional Transit Connections Program Call for Projects – *Approved by Resolution No. 2025-24***
- 5.f. Rejecting All Proposals Submitted in Response to the Request for Proposals for Contracted Shuttle Services, and Authorizing an Amendment to the Current Contracted Shuttle Services Agreement to Extend the Term for Two Years and Increase the Total Not-To-Exceed Amount by \$15,986,584 – *Approved by Resolution No. 2025-25***

Motion/Second: Powell/Esser

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

Noes: None

Absent: Medina, Gee

6. Public Comment for Items Not on the Agenda

Geoff S. commented on regional funding transit measure polling, gross receipt tax, public transit service levels, and progressive tax method.

Aleta Dupree, Team Folds, commented on hydrogen bus fleet, green hydrogen sources, Clipper 2, and transit rider pass options.

Becca Wilson, Pacifica, spoke in support of a progressive tax measure and commented on public transit funding.

7. Report of the Chair

On May 18 to 20, 2025, Acting Chair Chuang attended American Public Transportation Association (APTA) Legislative Conference in Washington, District of Columbia with General Manager/CEO April Chan and Government and Community Affairs Officer Amy Linehan, and on May 21, attended lobby day for the Hydrogen Fuel Cell Bus Council (HFCBC) with Ms. Chan and Director of Maintenance David Harbour. Discussions surrounded the current federal landscape, outlook on transportation funding, and the process to get to the next transportation reauthorization, and heard from federal administration transportation officials and senators. Met with local representations to discuss SamTrans ridership recovery and joined Metropolitan Transportation Commission (MTC) delegation to meet with House Appropriations Committee staff and Senate Environment and Public Works Committee.

On May 30, Caltrain Governance ad hoc committee met to continue discussions on a terms of potential revised Joint Powers Agreement with Caltrain partners. On May 30, Innovative Clean Transit ad hoc committee met to discuss ongoing funding for fuel cell bus purchase and construction of hydrogen fuel station.

7.a. Proclamation for Pride Month

Tasha Bartholomew, Director, Communications, provided the staff presentation including reading several Whereas statements from the proclamation.

Motion/Second: Ratto/Esser

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

Noes: None

Absent: Medina, Gee

Public Comment

Aleta Dupree, Team Folds, spoke in support of the Employee Rainbow Group and the Pride Month Proclamation.

8. Report of the General Manager/CEO

8.a. Report of the General Manager/CEO | May 28, 2025

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

- Clipper 2.0 rollout slated to begin in August with several months of rollout, with the hope that all transit agencies will be fully transitioned by end of calendar year; Clipper 2.0 would allow for open payment system which allows riders to use debit or credit card in addition to the Clipper
- Successful electronic bidding system implemented for bus operations
- New run book comes out June 15 with no school service during summer; Fall run book begins August 3 with resumption of school service
- Summer youth pass with unlimited rides now available
- Upcoming Pride events participation with SamTrans wrapped bus on June 14 at City of San Mateo, June 22 at City of Half Moon Bay, and June 29 at San Francisco

Director Medina arrived at 2:20 pm.

Public Comment

Aleta Dupree, Team Folds, commented on Pride events, Clipper 2, and open payment systems.

8.b. Monthly New Headquarters Construction Status Update

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

- Project committed / 7.39 percent complete with expected increases next month
- Active construction site and continued procurement for non-tenant improvements
- Upcoming activities of mechanical, electrical, and plumbing; submittals for product release; verification of furniture, audio/visual, and power
- Mitigate risk register tariff item by releasing materials early

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

- Currently one retail tenant and landlord actively recruiting to fill available retail spaces
- Occupied and vacant spaces for commercial leases; half of fourth floor available to rent and staff is actively marketing the remaining approximately 25,000-square-foot space
- Explore childcare center in the available retail space; discussions with City of Millbrae but will need to overcome local and state regulations and challenges to put childcare at a location without open space
- Directors requested list of challenges so Directors can explore programs and opportunities available through other agencies to overcome challenges

9. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 2:35 pm.

Director Fraser left the meeting at 4:34 pm.

Director Speier left the meeting at 5:15 pm.

10. Reconvene Board of Directors Meeting

Acting Chair Chuang reconvened the Board meeting at 5:19 pm.

11. Matters for Board Consideration: Finance Committee

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

- 11.a. Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor Joint Powers Board to Pay its Share of Furnishings, Information, Communications and Technology (IT) Infrastructure, and Other Costs of Relocating to the Millbrae Headquarters – Approved by Resolution No. 2025-26**
- 11.b. Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively – Approved by Resolution No. 2025-27**

Motion/Second: Ratto/Canepa

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

Noes: None

Absent: Fraser, Gee, Speier

12. Matters for Board Consideration: Legislative Committee

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

12.a. Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin)

Motion to approve support of Senate Bill 239 and Assembly Bill 259 with no action taken for Assembly Bill 810/Second: Medina/Chuang

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

Noes: None

Absent: Fraser, Gee, Speier

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

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

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

16. General Counsel Report

16.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Paul Ghenis v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-04138

Joan Cassman, General Counsel, announced Santa Clara Valley Transportation Authority (VTA) settled the labor strike with Amalgamated Transit Union (ATU) with additional details forthcoming. The VTA/ATU's negotiated salary increases will not trigger the District's requirement to reopen labor agreement.

Ms. Cassman announced the closed session item and stated any action taken will be reported at the next regular meeting.

The Board adjourned to closed session at 5:23 pm.

17. Adjourn – The meeting adjourned at 5:35 pm.

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

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Accept Statement of Revenues and Expenses for the Period Ending May 31, 2025**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending May 31, 2025, including the supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through May 31, 2025. The columns have been designed to provide an easy comparison of current year-to-date actuals to year-to-date budget, including dollar and percentage variances.

Revenues:

As of May 31, 2025, revenues were \$320.7 million as compared to \$333.5 million of the adopted budget, resulting in an unfavorable variance of \$12.7 million (3.8 percent).

This unfavorable variance was driven by:

- Operating Grants were \$3.2 million as compared to the adopted budget of \$4.5 million, resulting in an unfavorable variance of \$1.3 million (29.4 percent). This variance is primarily driven by the timing of the Federal Transit Administration (FTA) funds for paratransit program and the City/County Association of Government of San Mateo County (C/CAG) grant (Lifeline Transportation Program), which is anticipated to be received by the end of the fiscal year; however, the Caltrans Transit Performance Initiative grant is no longer anticipated to be received in Fiscal Year (FY) 2025 due to delays in the award process. We project an approximate \$0.3 million unfavorable variance by year-end.
- District Sales Tax was \$104.4 million as compared to the adopted budget of \$107.5 million, resulting in an unfavorable variance of \$3.1 million (2.9 percent).
- Measure W Sales Tax was \$52.1 million as compared to the adopted budget of \$53.7 million, resulting in an unfavorable variance of \$1.6 million (3.0 percent).
- Local Transportation Development Act (TDA) and State Transit Assistance (STA) Funds were \$68.9 million as compared to the adopted budget of \$69.6 million, resulting in an

unfavorable variance of \$0.8 million (1.1 percent). This variance is due to the approved allocations from the Metropolitan Transportation Commission, which are lower than the budget.

Updated sales tax projections show a combined FY25 revenue forecast of \$170.5 million from Proposition A and Measure W, down \$6.2 million (3.5 percent) from budget. This reflects updated sales tax revenue projections of \$113.7 million for Proposition A and half that for Measure W. While the year-over-year decline is modest at 1.6 percent, the forecast has been revised further downward from last quarter's projected 0.9 percent drop. FY26 growth has also been revised down by 1 percent, but FY27 projections remain stable at 3.5 percent growth.

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

- Investment Income was \$22.7 million as compared to the adopted budget of \$12.9 million, resulting in a favorable variance of \$9.8 million (75.8 percent). This is driven by a one-time receipt of \$2.7 million in November 2024 associated with a one-year term investment that reached its maturity date; at which point the accumulated interest was paid out. In addition, interest rates realized on investments were higher than assumed in the budget. This favorability is anticipated to continue through the end of the fiscal year.
- Other Interest, Rent & Other Income was \$9.7 million compared to the adopted budget of \$8.7 million, resulting in a favorable variance of \$1.0 million (11.4 percent). This was primarily driven by \$0.8 million for Reserves for Future Dumbarton Maintenance of Way. We project this category to remain favorable through year-end.

Expenses:

As of May 31, 2025, expenses were \$343.9 million as compared to \$358.6 million of the adopted budget, resulting in a favorable variance of \$14.7 million (4.1 percent).

This favorable variance was primarily driven by the following:

- Motor Bus was \$190.4 million as compared to \$198.5 million of the adopted budget, resulting in a favorable variance of \$8.0 million (4.0 percent). Interim savings have been driven by lower spending on consultant services, technical services (including security and software), and claims reserves and payments. While many of these savings are due to timing and are expected to substantially resolve by fiscal year-end, we are currently projecting approximately \$1.6 million in material budget savings as of our March forecast.
- American Disabilities Act Programs were \$21.8 million as compared to \$22.7 million of the adopted budget, resulting in a favorable variance of \$1.0 million (4.4 percent). These savings are primarily due to less service than anticipated in American Disabilities Act

Coastside and due to greater efficiency in newer fleet (less gasoline) and less need for parts and maintenance. This variance is expected to align with budget by year-end.

- Other Multi-Modal Programs were \$6.2 million as compared to \$7.8 million of the adopted budget, resulting in a favorable variance of \$1.6 million (20.8 percent). We project this favorable variance to continue through FY25 year-end, mainly driven by savings in SamTrans shuttle service due to reduced demand, lower than anticipated incentive expenses, and fuel surcharge savings.

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

- The reserve allocation for Measure W Capital Allocation was \$20.1 million, exceeding the \$8.4 million budget by \$11.7 million (138.9 percent). This variance is due to timing, as Measure W receipts have outpaced expenses year-to-date. The higher reserve allocation ensures funds are retained for future eligible expenses and is expected to align with the budget as the year progresses and additional expenses are incurred.

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

Budget Impact

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

Prepared By:	Jessica Wong	Financial Reporting Accountant	650-508-6499
	Annie To	Director, Accounting	650-622-7890



**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2025
AS OF MAY 31, 2025**

(In thousands)

	YEAR-TO-DATE MAY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES					
Operating Revenues					
Passenger Fares	\$ 12,142	\$ 12,078	\$ (64)	(0.5%)	\$ 13,251
Local TDA and STA Funds	69,649	68,866	(783)	(1.1%)	76,287
Operating Grants	4,536	3,200	(1,335)	(29.4%)	5,016
SMCTA Measure A	4,337	4,337	-	0.0%	4,720
Subtotal - Operating Revenues	90,664	88,481	(2,183)	(2.4%)	99,275
Other Revenue Sources					
District Sales Tax	107,467	104,350	(3,117)	(2.9%)	117,823
Measure W Sales Tax	53,730	52,100	(1,630)	(3.0%)	58,912
Investment Income	12,886	22,654	9,768	75.8%	14,335
Other Interest, Rent & Other Income	8,710	9,705	995	11.4%	9,274
Due from PCJPB, SMCTA & SAMTR Capital W&B	60,024	42,760	(17,264)	(28.8%)	65,481
Subtotal - Other Revenues	242,817	231,569	(11,247)	(4.6%)	265,825
Pass Through to Other Agencies	-	690	690	100.0%	-
TOTAL REVENUES	\$ 333,481	\$ 320,741	\$ (12,740)	(3.8%)	\$ 365,099
OPERATING EXPENSES					
PCJPB, SMCTA & SAMTR Capital W&B	60,024	42,760	17,264	28.8%	65,481
Motor Bus	198,457	190,420	8,036	4.0%	216,985
American Disabilities Act Programs	22,745	21,755	990	4.4%	24,944
Other Multi-Modal Programs	7,786	6,168	1,618	20.8%	8,521
Total Operating Expenses	289,011	261,103	27,908	9.7%	315,930
Sales Tax Allocation - Capital Program					
District Sales Tax Capital	33,585	33,585	-	0.0%	36,638
Measure W Sales Tax Capital	24,247	24,247	-	0.0%	26,452
Reserves for Future Measure W Capital Allocation	8,415	20,106	(11,691)	(138.9%)	9,180
Total Sales Tax Allocation - Capital Program	66,247	77,938	(11,691)	(17.6%)	72,270
Total Debt Service	3,374	3,400	(26)	(0.8%)	19,138
Pass Through to Other Agencies	-	690	(690)	(100.0%)	-
Operating Reserve	-	-	-	-	516
Sales Tax Stabilization Fund	-	-	-	-	134
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	800	800	100.0%	-
Total Reserves	-	800	800	-	650
TOTAL EXPENSES	\$ 358,632	\$ 343,930	\$ 14,702	4.1%	\$ 407,988
SURPLUS/(DEFICIT)	(25,152)	(23,190)	1,962	7.8%	(42,888)
Draw from Prior Years' Surplus	-	-	-	-	42,888
ADJUSTED SURPLUS/(DEFICIT)	\$ (25,152)	\$ (23,190)	\$ 1,962	7.8%	-



**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2025
AS OF MAY 31, 2025**

(In thousands)

REVENUES	YEAR-TO-DATE MAY				ANNUAL
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES - MOTOR BUS					
Passenger Fares	\$ 11,594	\$ 11,493	\$ (102)	(0.9%)	\$ 12,653
Local Transportation Development Act (TDA) Transit Fund	52,762	52,602	(160)	(0.3%)	57,722
State Transit Assistance (STA)	12,869	12,242	(627)	(4.9%)	14,160
Operating Grants	1,153	254	(900)	(78.0%)	1,280
Sales Tax Revenue	88,682	84,651	(4,031)	(4.5%)	96,488
Measure W Sales Tax	16,137	3,707	(12,430)	(77.0%)	17,993
Investment Interest Income	12,036	21,662	9,626	80.0%	13,401
TOTAL OPERATING REVENUES	195,234	186,611	(8,623)	(4.4%)	213,697
OTHER REVENUE SOURCES:					
Rental Income	1,730	2,576	845	48.8%	1,888
Advertising Income	925	703	(222)	(24.0%)	770
Other Income	567	530	(36)	(6.4%)	630
TOTAL OTHER REVENUES	3,222	3,809	587	18.2%	3,288
TOTAL REVENUES - MOTOR BUS	\$ 198,457	\$ 190,420	\$ (8,036)	(4.0%)	\$ 216,985
AMERICAN DISABILITIES ACT:					
Passenger Fares Redi-Wheels	548	585	38	6.9%	598
Local Transportation Development Act (TDA) 4.5 Redi-Wheels	2,800	2,792	(7)	(0.3%)	3,064
Local State Transit Assistance (STA) - Paratransit	1,219	1,230	11	0.9%	1,341
Operating Grants	3,382	2,947	(436)	(12.9%)	3,737
Sales Tax Revenue - American Disabilities Act	4,173	4,040	(133)	(3.2%)	4,578
Measure W Sales Tax - American Disabilities Act	4,336	4,040	(297)	(6.8%)	4,771
Interest Income - Paratransit Fund	851	992	142	16.7%	934
SMCTA Measure A Redi-Wheels	4,337	4,337	-	0.0%	4,720
Measure M Paratransit	1,100	792	(308)	(28.0%)	1,200
TOTAL ADA PROGRAMS	\$ 22,745	\$ 21,755	\$ (990)	(4.4%)	\$ 24,944
MULTI-MODAL TRANSIT PROGRAMS:					
Employer SamTrans Shuttle Funds	4,220	4,156	(64)	(1.5%)	4,604
Dumbarton Rental Income	167	147	(20)	(11.9%)	182
Sales Tax Revenue - General Operating Assistance	3,398	1,864	(1,534)	(45.1%)	3,735
TOTAL MULTI-MODAL PROGRAMS	\$ 7,786	\$ 6,168	\$ (1,618)	(20.8%)	\$ 8,521
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	-	800	800	100.0%	0
Unapplied District Sales Tax	11,213	13,795	2,581	23.0%	13,022
Unapplied Measure W Sales Tax	33,256	44,353	11,097	33.4%	36,147
Due from PCJPB, SMCTA & SAMTR Capital W&B	60,024	42,760	(17,264)	(28.8%)	65,481
Pass Through to Other Agencies	-	690	690	100.0%	-
TOTAL REVENUES	\$ 333,481	\$ 320,741	\$ (12,740)	(3.8%)	\$ 365,099




**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2025
AS OF MAY 31, 2025**

(In thousands)

EXPENSES	YEAR-TO-DATE MAY				ANNUAL
	BUDGET	ACTUAL	\$	%	BUDGET
			VARIANCE	VARIANCE	
DISTRICT OPERATED BUSES					
Services:					
Motor Bus Wages & Benefits	\$ 105,370	\$ 105,741	\$ (370)	(0.4%)	\$ 113,844
Board of Directors	131	163	(32)	(24.3%)	142
Contracted Vehicle Maintenance	1,223	590	633	51.7%	1,352
Property Maintenance	2,779	2,073	706	25.4%	3,038
Professional Services	7,021	4,369	2,652	37.8%	7,826
Technical Services	12,768	10,875	1,893	14.8%	14,874
Other Services	4,861	4,851	10	0.2%	5,401
Materials & Supplies:					
Fuel and Electricity*	5,060	5,172	(112)	(2.2%)	5,557
Bus Parts and Materials	3,351	4,016	(665)	(19.8%)	3,649
Uniforms and Driver Expense	750	418	332	44.2%	851
Timetables and Tickets	161	93	68	42.2%	176
Office Supplies / Printing	712	683	29	4.1%	772
Other Materials and Supplies	173	195	(23)	(13.1%)	188
Utilities:					
Telephone	703	855	(152)	(21.6%)	767
Other Utilities	1,877	1,982	(105)	(5.6%)	2,108
Insurance	3,568	3,567	1	0.0%	3,906
Claims Reserves and Payments	3,367	2,428	939	27.9%	3,600
Workers Compensation	3,516	3,023	493	14.0%	3,835
Taxes and License Fees	526	664	(138)	(26.2%)	581
Leases and Rentals	355	271	84	23.7%	442
Promotional and Legal Advertising	1,001	379	622	62.2%	1,098
Training and Business Travel	1,242	631	611	49.2%	1,359
Dues and Membership	280	157	123	44.0%	304
Postage and Other	206	207	(1)	(0.4%)	225
TOTAL DISTRICT OPERATED BUSES	\$ 161,001	\$ 153,402	\$ 7,599	4.7%	\$ 175,897
CONTRACTED BUS SERVICES					
Contracted Urban Bus Service	28,577	26,209	2,368	8.3%	31,226
Coastside Services	2,612	2,533	79	3.0%	2,888
SamCoast	376	451	(75)	(19.9%)	420
La Honda - Pescadero	48	45	3	6.9%	53
Microtransit	3,043	2,855	189	6.2%	3,436
Contracted Urban Bus (CUB) Related Wages & Benefits	787	756	31	3.9%	861
Contracted Urban Bus (CUB) Related Other Support	309	267	42	13.4%	345
Contracted Urban Bus (CUB) Insurance	1,703	1,680	23	1.4%	1,860
Contracted Urban Bus (CUB) Claims Reserves & Payments	-	2,223	(2,223)	(100.0%)	-
TOTAL CONTRACTED BUS SERVICE	\$ 37,455	\$ 37,018	\$ 437	1.2%	\$ 41,088
TOTAL EXPENSES - MOTOR BUS	\$ 198,457	\$ 190,420	\$ 8,036	4.0%	\$ 216,985

*Fuel and Electricity costs were increased by a realized loss of \$232,000 from the fuel hedge program.

 SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2025 AS OF MAY 31, 2025						(In thousands)
EXPENSES	YEAR-TO-DATE MAY				ANNUAL	
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	
AMERICAN DISABILITY ACT PROGRAMS						
Elderly & Disabled/Redi-Wheels	\$ 9,570	\$ 10,062	\$ (492)	(5.1%)	\$ 10,506	
American Disabilities Act Sedans / Taxi Service	2,733	2,629	104	3.8%	3,000	
American Disabilities Act Coastside	2,948	2,496	451	15.3%	3,256	
American Disabilities Act Related Wages & Benefits	3,300	3,042	258	7.8%	3,589	
American Disabilities Act Related Other Support	2,726	2,191	535	19.6%	2,982	
American Disabilities Act Insurance	1,468	1,413	56	3.8%	1,610	
American Disabilities Act Claims Reserves & Payments	-	(79)	79	0.0%	-	
TOTAL AMERICAN DISABILITIES ACT PROGRAMS	\$ 22,745	\$ 21,755	\$ 990	4.4%	\$ 24,944	
MULTI-MODAL TRANSIT PROGRAMS						
SamTrans Shuttle Service	6,816	5,444	1,372	20.1%	7,505	
Shuttle Related Wages & Benefits	248	255	(7)	(2.9%)	268	
Dumbarton Maintenance of Way	167	147	20	11.9%	182	
Maintenance Multimodal Facilities	554	321	233	42.1%	566	
TOTAL MULTI-MODAL PROGRAMS	\$ 7,786	\$ 6,168	\$ 1,618	20.8%	\$ 8,521	
PCJPB, SMCTA & SAMTR Capital W&B	60,024	42,760	17,264	28.8%	65,481	
TOTAL OPERATING EXPENSES	\$ 289,011	\$ 261,103	\$ 27,908	9.7%	\$ 315,930	
Sales Tax Allocation - Capital Program						
District Sales Tax Capital	33,585	33,585	-	0.0%	36,638	
Measure W Sales Tax Capital	24,247	24,247	-	0.0%	26,452	
Reserves for Future Measure W Capital Allocation	8,415	20,106	(11,691)	(138.9%)	9,180	
Total Sales Tax Allocation - Capital Program	\$ 66,247	\$ 77,938	\$ (11,691)	(17.6%)	\$ 72,270	
Total Debt Service	3,374	3,400	(26)	(0.8%)	19,138	
Pass Through to Other Agencies	-	690	(690)	(100.0%)	-	
Operating Reserve	-	-	-	-	516	
Sales Tax Stabilization Fund	-	-	-	-	134	
Unapplied Dumbarton Rental Income for Future Dumbarton Main	-	800	800	100.0%	-	
Total Reserves	-	800	800	-	650	
TOTAL EXPENSES	\$ 358,632	\$ 343,930	\$ 14,702	4.1%	\$ 407,988	

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Nathaniel Kramer, Chief People Officer

Subject: **Adopting an Updated Safety-Sensitive Policy Concerning Substance Abuse**

Action

Staff proposes the Board adopt the San Mateo County Transit District's (District) updated Safety-Sensitive Policy Concerning Substance Abuse (Policy), attached.

Significance

The Omnibus Transportation Employee Testing Act of 1991 requires the U.S. Department of Transportation (DOT) to implement drug and alcohol testing programs for safety-sensitive employees in the transportation industry. This law aims to ensure safety by preventing impaired employees from operating vehicles and other transportation equipment.

In addition, the Federal Transit Administration (FTA) requires employers that receive federal financial assistance, and their contractors, to implement programs designed to help prevent accidents, injuries, and fatalities resulting from the misuse of alcohol and use of prohibited drugs by employees who perform safety-sensitive functions.

The proposed revisions to the Policy (1) memorialize the District's current practices related to drug and alcohol testing, including ramifications of DOT drug and alcohol rule violations, positive drug tests, and test refusals, (2) reflect recent changes to DOT/FTA regulations, and (3) set forth a current list of safety-sensitive job titles.

Budget Impact

There is no budget impact associated with the adoption of the updated Policy.

Background

The Board of Directors adopted its first drug and alcohol policy in 1989 and has amended it several times in the intervening years to reflect best practices and changes to the federal requirements.

The proposed updated Policy complies with DOT/FTA regulations 49 Code of Federal Regulations (CFR) Parts 40 and 655, as well as the District's zero-tolerance stance on drug use. More specifically, it includes federally-mandated requirements for safety-sensitive employees

and District policies and procedures applicable to safety-sensitive employees. The Policy includes, but is not limited to, the following:

- Policy Applicable to Safety-Sensitive Employees;
- Drug and Alcohol Testing Procedures;
- Consequences of Positive Test Results;
- Explanation of Test Refusals;
- Service Agents;
- Causes and Effects of Substance Abuse & Alcohol Misuse;
- Helplines for Employees; and
- Acknowledgement of SamTrans' Drug and Alcohol Testing Policy.

The most recent Policy update was approved by the Board at its March 1, 2023 meeting.

Note that, per FTA requirements, the attached Policy uses multiple font styles to differentiate between federal requirements and local policy.

Staff will return to the Board for consideration of a new proposed drug and alcohol policy applicable to non-safety-sensitive personnel in the coming months.

Prepared By: Julie Herron

Acting Employee Relations
Administrator/Drug and Alcohol
Program Manager

650-622-7891

Resolution No. 2025-

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

* * *

Adopting an Updated Safety-Sensitive Policy Concerning Substance Abuse

Whereas, the San Mateo County Transit District (District) is required to have a Policy on Substance Abuse (Policy) for compliance with the Omnibus Transportation Employee Testing Act of 1991 (Act) and implementing regulations found in Parts 40 and 655 of Title 49 of the Code of Federal Regulations;

Whereas, the Board of Directors (Board) adopted the District's first Policy in October 1989, pursuant to Resolution No. 1989-62, to establish programs to prevent accidents, injuries, and fatalities resulting from alcohol misuse, over-the-counter and prescription drugs, and the use of prohibited drugs, by employees who perform safety-sensitive functions; and

Whereas, the Policy was amended by the Board most recently in March 2023 pursuant to Resolution No. 2023-16; and

Whereas, the General Manager/CEO recommends the Board adopt the updated Policy attached hereto as Exhibit "A," including to:

- reflect changes in Federal Transit Administration (FTA) regulations and District policy pertaining to drug or alcohol use is violated by individuals in safety-sensitive roles
- update actions to be taken by the District such regulations or policy are violated;
- describe Return-to-Duty/Follow-Up testing requirements;
- clarify rules related to test refusals;
- update the included list of service agents and helplines for employees; and
- provide a current list of safety-sensitive job titles.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County

Transit District hereby adopts the updated Policy on Substance Abuse attached as Exhibit "A."

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



SAN MATEO COUNTY TRANSIT DISTRICT

Safety-Sensitive Policy Concerning Substance Abuse

Effective as of , ~~2025~~**03/01/2023**



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PURPOSE OF THE POLICY

The SAN MATEO COUNTY TRANSIT DISTRICT ("District") is dedicated to providing a safe, dependable, and economical service to its patrons and the public. This Safety-Sensitive Policy Concerning Substance Abuse ("Policy") is ~~a subsection of~~ referenced in the District's Drug-~~Free Workplace and Alcohol~~ Policy (~~PCG-1-008~~).

The District's employees are our most valuable resource. It is our policy to (1) take appropriate action(s) to ensure that employees are not impaired in their ability to perform their covered functions in a secure, productive, and healthy manner; (2) foster an anti-drug and alcohol-misuse prevention program for all employees, and (3) encourage employees to voluntarily seek professional assistance whenever personal problems, including alcohol or drug use, may adversely affect their ability to perform their safety-sensitive functions.

The United States Congress passed the Omnibus Transportation Employee Testing Act in 1991. This law requires U.S. Department of Transportation (U.S. DOT) grantees to implement drug and alcohol testing of transportation employees who perform safety-sensitive functions. The DOT's resulting Procedures for Transportation Workplace Drug and Alcohol Testing Programs can be found in Part 40 of Title 49 of the Code of Federal Regulations (49 CFR Part 40). The Federal Transit Administration's (FTA) regulations on Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, initially adopted as separate regulations for drugs (Part 653) and alcohol (Part 654) can now be found in a single set of regulations in Part 655 of Title 49 of the Code of Federal Regulations (49 CFR Part 655).

This Policy complies with 49 CFR Parts 40 and 655, as they have been and may be amended from time to time. Copies of these regulations are available in Employee Relations and can be found on the internet at the Office of Drug and Alcohol Policy & Compliance website; <https://www.transportation.gov/odapc/part40>, and the FTA Drug and Alcohol Program website; https://transit-safety.fta.dot.gov/DrugAndAlcohol/Regulations/Regulations/49CFR655/49cfr655_with_QaNdA.pdf <https://www.transit.dot.gov/drug-alcohol-program>.

All covered employees are required to submit to drug and alcohol tests as a condition of employment in accordance with 49 CFR Part 655.

Portions of this Policy are not FTA mandated but reflect District policy. These additional provisions are identified by **bold text**.

Approved: _____
April Chan, General Manager/CEO
San Mateo County Transit District

Date: March 1, 2023

COVERED EMPLOYEES

This Policy applies to every person, including an applicant or transferee, who performs or will perform a “safety-sensitive function” as defined in 40 CFR Part 655, Section 655.4 of CFR 49.

You are a covered employee if you perform any of the following:

- Operating a revenue service vehicle, in or out of revenue service
- Operating a non-revenue vehicle requiring a commercial driver’s license
- Controlling movement or dispatch of a revenue service vehicle
- Maintaining (including repairs, overhaul, and rebuilding) of a revenue service vehicle or equipment used in revenue service
- Carrying a firearm for security purposes

The District provides a copy of this Policy to all covered employees during the employee’s orientation process, when it is reviewed and the employee has an opportunity to ask any questions. The District expects employees to review and become familiar with this Policy, including the employees’ obligations, the testing procedures and the consequences to their employment of testing positive for alcohol or any prohibited control substances. If an employee has questions about this Policy or how it applies to them, they should reach out to the Drug and Alcohol Program Manager (DAPM)/Designated Employer Representative (DER).

See: Attachment A for a list of covered positions by job title

TRAINING

New Hires

~~§ 655.14(b)(1) Before they perform any safety-sensitive duties, employees hired or promoted into covered positions must receive at least 60 minutes of training on the effects and consequences of prohibited drug use on personal health, safety, and the work environment, and on the signs and symptoms that may indicate prohibited drug use. (49 CFR § 655.14(b)(1).) Such~~

~~**Covered employees are required to sign an attendance sheet upon completion of the training.**~~

Supervisors of Covered Employees

~~§ 655.14(b)(2) Supervisors of employees in safety-sensitive positions, and for other employees company officers authorized by the employer District to make reasonable suspicion determinations, shall receive at least 60 minutes of training on the physical, behavioral, speech and performance indicators of probable drug use (60 minutes) and alcohol misuse (another 60 minutes) and at least 60 minutes of training on the physical, behavioral, speech, and performance indicators of probable alcohol misuse. (49 CFR § 655.14(b)(2).) Such employees~~

~~The supervisor/District officer will receive a certificate upon completion of the reasonable suspicion training. Certificates are valid for the duration of employment at the District.~~

~~The District requires at least the trained supervisor/District officer to complete 30 minutes of refresher training every two years. The refresher training briefly reviews the signs/symptoms of drug use and alcohol misuse, and the step-by-step process for handling a reasonable suspicion of drug use or alcohol misuse.~~

~~NOTE: Employees not trained to make reasonable suspicion determinations can notify their supervisor or the Drug and Alcohol Program Manager (DAPM)/Designated Employer Representative (DER) in Employee Relations if they suspect an employee has recently used drugs and/or alcohol.~~

PROHIBITED BEHAVIOR

Use of illegal drugs is prohibited at all times. Prohibited drugs include:

- marijuana
- cocaine
- phencyclidine (PCP)
- opioids
- amphetamines

Additionally, all covered employees are prohibited from performing or continuing to perform safety-sensitive functions while having a Breath Alcohol Concentration (BAC) of 0.024 or greater.

On Duty and On-Call Use

All covered employees are prohibited from consuming alcohol while actively on duty or while on-call to perform safety-sensitive job functions. If an on-call employee has consumed alcohol, they must acknowledge the use of alcohol at the time that they are called to report for duty. If the on-call employee claims the ability to perform their safety-

sensitive function, they must take an alcohol test with a BAC result of less than 0.02 prior to performance.

Pre-Duty Use

All covered employees are prohibited from consuming alcohol within four (4) hours prior to the performance of safety-sensitive job functions.

Use Following an Accident

All covered employees required to take a post-accident test are prohibited from consuming alcohol for eight (8) hours following their involvement in an accident or until they submit to the post-accident drug and alcohol test, whichever occurs first.

Refusal to Submit to a Required Drug or Alcohol Test

No covered employee ~~shall~~may refuse to submit to a pre-employment, random, post-accident, ~~or~~ reasonable suspicion, or return-to-duty/follow-up test as required in 49 CFR Section 655.17. The District ~~shall~~does not permit a covered employee who refuses to submit to such test(s) to perform or continue to perform any safety-sensitive functions. See: *TEST REFUSALS for a complete list of the refusal-to-test criteria.*

CONSEQUENCES FOR VIOLATIONS

Following a positive drug or alcohol (BAC at or above 0.02~~4~~) test result or test refusal, the employee will be immediately removed from safety-sensitive duty and placed on administrative leave pending an investigation. The employee¹ will receive a list of certified Substance Abuse Professionals and referred to the District's designated Substance Abuse Professional. (Note: Employees with test results showing BAC at or above 0.02 are entitled to a confirmation/second test as described in the Breath-Alcohol Testing Procedures, below.)

Following a test result indicating a BAC of 0.02-0.04, the employee ~~will be immediately removed from safety-sensitive duties until the start of~~may work their next regularly-scheduled duty period (~~but beginning~~ after no less than eight hours) **unless a retest² before the start of the next scheduled duty period results in the employee's alcohol concentration being less than 0.02 or higher.**

~~Covered employees will be removed from safety-sensitive functions and placed on administrative leave pending a verified negative or cancelled drug test result. If the~~

¹ Not including an alcohol test with a BAC between 0.02 and 0.04.

² This test would be administered by a District-contracted BAT but would be considered a "non-DOT test" as it is outside the purview of the DOT regulations.

~~drug test result is positive or a refusal to test, the employee will remain on administrative leave pending an investigation.~~

Zero Tolerance

Per District policy, any employee who tests positive for drugs or alcohol (BAC at or above 0.024) or refuses to test will ~~receive a list of certified~~ be referred to the District's designated Substance Abuse Professionals for discipline leading up to and including termination and will be subject to disciplinary action, up to and including termination.³

~~An investigation will be conducted when the District receives notification of a DOT/FTA regulation violation. During the investigation, the employee will be removed from safety-sensitive functions and placed on administrative leave.~~

REQUIREMENT TO SUBMIT TO DRUG AND ALCOHOL TESTING

The District requires every covered employee who performs a safety-sensitive function as described in the FTA regulations, 49 CFR Part 655, to submit to random, post-accident, ~~and~~ reasonable suspicion, ~~and return-to-duty/follow-up~~ drug and alcohol tests as well as a pre-employment drug test, as described in this Policy. The District does not permit any employee who refuses to submit to such tests to perform or continue to perform any safety-sensitive functions. Before performing a drug and/or alcohol test, the District will notify all covered employees that the test(s) is required under DOT/FTA regulations.

CIRCUMSTANCES FOR TESTING

Pre-Employment Testing

A negative pre-employment drug test result is required before ~~an~~ employee can first perform ~~any~~ safety-sensitive functions. If a pre-employment test is cancelled, the individual will be required to undergo another test and successfully pass with a verified negative result before performing safety-sensitive functions.

If a covered employee has not performed a safety-sensitive function for 90 or more consecutive calendar days, and has not been in the random testing pool during that time, the employee must take and pass a DOT pre-employment test before they can return to a safety-sensitive function. ~~If the employee does not pass the DOT pre-employment test or refuses to test, they will not be allowed to return to a safety-sensitive function, remain off work in an unpaid status, and an investigation will be conducted.~~

³ ~~PENDING IF READINESS STATEMENT TO BE ADDED: Having a BAC of 0.02 up to 0.04 is treated as being not "ready to work" under District policy.~~

A covered employee or an applicant who has previously failed or refused a ~~pre-employment~~DOT drug and/or alcohol test must provide proof of having successfully completed a referral, evaluation, and treatment plan required by a certified Substance Abuse Professional that meets DOT requirements.

Reasonable Suspicion Testing

All covered employees will be subject to a drug and/or alcohol test when the District has reasonable suspicion to believe ~~they have that the covered employee has~~ used a prohibited drug and/or engaged in alcohol misuse. A reasonable suspicion referral for testing will be made by a trained supervisor or other trained District official on the basis of specific, contemporaneous, articulable observations concerning the appearance, behavior, speech, or body odor of the covered employee.

Covered employees may be subject to reasonable suspicion drug testing any time while on duty. Covered employees may be subject to reasonable suspicion alcohol testing while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ceased performing safety-sensitive such functions.

Post-Accident Testing

Covered employees are subject to post-accident drug and alcohol testing under the following circumstances:

Fatal Accidents

As soon as practicable following an accident involving the loss of a human life, drug and alcohol tests will be conducted on each surviving covered employee operating the public transportation vehicle at the time of the accident. In addition, any other covered employee whose performance could have contributed to the accident, as determined by the District using the best information available at the time of the decision, will be tested.

Non-fatal Accidents

As soon as practicable following an accident not involving the loss of a human life, drug and alcohol tests will be conducted on each covered employee operating the public transportation vehicle at the time of the accident if at least one of the following conditions is met:

- (1) The accident results in injuries requiring immediate medical treatment away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident, and/or
- (2) One or more vehicles incur disabling damage and must be towed away from the scene, unless the covered employee can be completely discounted as a contributing factor to the accident.

In addition, any other covered employee whose performance could have contributed to the accident, as determined by the District using the best information available at the time of the decision, will be tested.

A covered employee subject to post-accident testing must remain readily available; unavailability in such instance is considered a refusal to test. Nothing in this section will be construed to (1) require the delay of necessary medical attention for an injured employee following an accident or (2) prohibit a covered employee from leaving the scene of an accident for the period necessary to obtain assistance in responding to the accident or to obtain necessary emergency medical care.

Covered employees will be removed from safety-sensitive functions and placed on administrative leave pending a verified negative or cancelled drug test result. If the drug test result is positive or a refusal to test, the employee will remain on administrative leave pending an investigation.

Random Testing

Random drug and alcohol tests are unannounced and unpredictable, and the dates for administering random tests are spread reasonably throughout the calendar year. Random testing will be conducted at all times of the day when safety-sensitive functions are performed.

Testing rates will meet or exceed the minimum annual percentage rate set each year by the FTA administrator. The current year testing rates can be viewed online at www.transportation.gov/odapc/random-testing-rates.

The selection of employees for random drug and alcohol testing will be made by a scientifically valid method, such as a random number table or a computer-based random number generator. Under the selection process used, each covered employee will have an equal chance of being tested each time selections are made.

A covered employee may only be randomly tested for alcohol misuse while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ~~ceased~~ performed safety-sensitiveing

~~such functions. A covered employee may be randomly tested for prohibited drug use anytime while on duty. A covered employee may only be randomly tested for alcohol misuse during, just before or just after the employee is performing safety-sensitive functions. A covered employee may be randomly tested for prohibited drug use anytime while on duty.~~

~~AllEach covered employees who is notified of selection for random drug or random alcohol testing must immediately proceed to the designated testing site. Each covered employee who is notified of selection for random drug testing, or random drug and alcohol testing, must immediately proceed to the designated testing site.~~

Return to Duty Testing

Any employee who is allowed to return to safety-sensitive duty after failing or refusing to submit to a DOT drug and/or alcohol test must first be evaluated by a substance abuse professional (SAP), complete a SAP-required program of education and/or treatment, and provide a negative return-to-duty drug test result and/or an alcohol test result of less than 0.02. Any return-to-duty drug testing will be directly observed. All tests will be conducted in accordance with 49 CFR Part 40, Subpart O.

Follow-up Testing

Employees returning to safety-sensitive duty following a return-to-duty test will be required to undergo unannounced follow-up alcohol and/or drug testing for a period of one (1) to five (5) years, as directed by the SAP. The duration of testing will be extended to account for any subsequent leaves of absence, as necessary. The type (drug and/or alcohol), number, and frequency of such follow-up testing shall be directed by the SAP.

A covered employee may only be subject to follow-up alcohol testing while the employee is performing safety-sensitive functions, just before the employee is to perform safety-sensitive functions, or just after the employee has ceased performing such functions. A covered employee may be subject to follow-up drug testing anytime while on duty. All follow-up drug tests will be directly observed. All testing will be conducted in accordance with 49 CFR Part 40, Subpart O.

TESTING PROCEDURES

All FTA drug and alcohol testing will be conducted in accordance with 49 CFR Part 40, ~~as amended~~.

Collector

~~The collector will follow the collection process as provided in 49 CFR Section Part 40.63. Each drug test specimen will be split into a primary and split specimen. (See 49 CFR § Part 40.71.) The drug test specimen will be sent under seal, with the required Federal Drug Testing Custody and Control form to a laboratory. (See 49 CFR § Part 40.79.)~~

Laboratory

All testing will be conducted in a manner to assure a high degree of accuracy and reliability, and using techniques, equipment, and laboratory facilities which have been ~~approved~~ certified by the U.S. Department of Health and Human Services ~~(HHS) under the National Laboratory Certification Program (NLCP)~~. (See 49 CFR § Part 40.81.).

~~The District will collect or have collected drug test specimen from covered employees to test for prohibited drugs. An assigned collection site will split each drug test specimen collected into a primary and a split sample. The drug test specimen will be sent under seal, with the required Federal Drug Testing Custody and Control form to the District's certified laboratory.~~

~~The District has appointed a qualified Medical Review Officer, who is a licensed physician, to review all drug test results in accordance with DOT procedures. In addition, all drug test specimens will be analyzed by a laboratory certified by HHS in accordance with DOT procedures.~~

Medical Review Officer (MRO)

All drug testing results will be interpreted and evaluated by an MRO who meets all applicable requirements of 49 CFR Part 40, who is responsible for receiving laboratory results, and who has appropriate medical training to interpret and evaluate an individual's confirmed positive test result. The MRO does not review alcohol test results.

The MRO will comply with the drug testing procedures set forth in 49 CFR Part 40. When a confirmed positive, adulterated, substituted, or invalid drug test is reported from the testing laboratory, it is the responsibility of the MRO to:

- a) Contact the employee and afford the employee the opportunity to discuss the test results with them;

- b) Review the individual's medical history, including any medical records and biomedical information provided; and
- c) Determine whether there is a legitimate medical explanation for the result, including legally prescribed medication.

The MRO will not convey test results to the District until the MRO has made a definitive decision that the test result was positive or negative, or should be categorized as a refusal-to-test. If an employee provides an adequate explanation and the MRO verifies the test as negative, then no further action is taken.

When the MRO reports the results of a verified positive test to the District, the MRO will disclose the drug(s) for which there was a positive test. If the MRO declares a drug test to be invalid for any reason, the test is considered cancelled, and neither positive nor negative. However, a re-collection under direct observation may be ordered by the MRO in accordance with 49 CFR Section 40.67 (a-d).

Dilute Urine Test Specimen

~~If a Pre-Employment urine drug test results in a negative dilute test result, the District will conduct one retest. The result of the second test will be the test of record.~~

~~If a test of another type (not a Pre-Employment test) results in a negative dilute test result, the District will accept the test result and there will be no retest, unless the creatinine concentration of a negative dilute specimen was greater than or equal to 2 mg/dL, but less than or equal to 5 mg/dL. Dilute negative results with creatinine levels in this range (2-5 mg/dL) require an immediate re-collection under direct observation. (See 49 CFR §Section 40.67).~~

Split Specimen Test

In the event of a verified positive test result, or a verified adulterated or substituted result, District employees can request that the split specimen be tested at a second laboratory. The MRO shall honor such a request if it is made within **72 hours** of the employee having been notified of a verified positive or refusal-to-test result.

~~There is no split specimen testing for an invalid result. (See 49 CFR § Part 40.171(a))~~

This does not delay the District from taking any action consistent with this Policy for positive tests, and the employee will be removed immediately from any safety-sensitive functions regardless of their request for the split specimen to be tested by a different certified laboratory. If the split specimen, secondary specimen, produces a negative result, or for any reason the split is not available, the test is considered cancelled, and no

sanctions will be imposed. (See 49 CFR ~~§ Part~~ 40.187.) However, a re-collection under direct observation may be ordered by the MRO in accordance with 49 CFR Section 40.67.

Dilute Urine Test Specimen

If a Pre-Employment drug test results in a negative dilute test result, the District will conduct one retest. The result of the second test will be the test of record.

If a test of another type (not a Pre-Employment test) results in a negative dilute test result, the District will accept the test result and there will be no retest, unless the creatinine concentration of a negative dilute specimen was greater than or equal to 2 mg/dL, but less than or equal to 5 mg/dL. Dilute negative results with creatinine levels in this range (2-5 mg/dL) require an immediate re-collection under direct observation. (See 49 CFR §40.67).

Shy Bladder

A shy bladder occurs when a covered employee fails to provide a sufficient urine specimen to permit a valid drug test. The employee is required to obtain, within five business days, and evaluation from **and/or an appointment with** a licensed physician who has expertise in the medical issues raised by the employee's failure to provide a sufficient specimen.

The employee is allowed to continue performing safety-sensitive duties and will be allowed paid leave for the medical evaluation.

Failure to undergo the required medical evaluation will result in a refusal to take a drug test.

Breath-Alcohol Testing Procedures

Breath alcohol testing is allowed in the following circumstances: pre-employment, post-accident, reasonable suspicion, random, and return to duty/follow-up. The testing is permissible just before, during, and just after the performance of a safety-sensitive function.

Tests for alcohol concentration on covered employees will be conducted with a National Highway Traffic Safety Administration ~~(NHTSA)~~-approved evidential breath testing device ~~(EBT)~~ operated by a trained ~~breath alcohol technician (BAT)~~. If the initial test on an employee indicates an alcohol concentration of 0.02 or greater, the employee must take a confirmation/second test to confirm the results of the initial test. ~~–~~

The results of breath-alcohol tests conducted by Federal, State, or local officials having independent authority for the test, will be considered to meet the requirements of this Policy, provided that such tests conform to the applicable Federal, State, or local alcohol

testing requirements, and that the test results are obtained by the ~~Designated Employer Representative (DER)~~ in the office of Employee Relations.

Shy Lung

A shy lung occurs when a covered employee fails to provide a sufficient breath specimen to permit a valid breath test. The employee is required to obtain, within five business days, and evaluation from **and/or an appointment with a licensed physician who has expertise in the medical issues raised by the employee's failure to provide a sufficient specimen.**

The employee is allowed to continue performing safety-sensitive duties and will be allowed paid leave for the medical evaluation.

Failure to undergo the required medical evaluation will result in a refusal to take an alcohol test.

See: Attachment B for a list of drug and alcohol thresholds

TEST REFUSALS

- ~~(1)~~—Covered employees will be determined to “refuse to test” for the following reasons:
 - ~~(2)~~~~(1)~~ Failure to remain at the testing site from when the testing process commences until the testing process is complete: (though leaving the testing site before a pre-employment test begins is not considered a refusal to test)
 - ~~(3)~~~~(2)~~ Failure to provide a specimen for a drug or alcohol test (though failure to provide a specimen before a pre-employment test is not considered a ~~a~~ refusal to test)
 - ~~(4)~~~~(3)~~ Failure to provide a sufficient specimen for a drug or alcohol test without a valid medical explanation
 - ~~(5)~~~~(4)~~ Failure to undergo a medical evaluation as required by the MRO or **Designated Employer Representative.** ~~(DER.)~~
 - ~~(6)~~~~(5)~~ Failure to cooperate with any part of the testing process
 - ~~(7)~~~~(6)~~ Failure to permit an observed or monitored drug collection when required
 - ~~(8)~~~~(7)~~ Failure to follow an observer's instructions to raise and lower clothing and turn around during a directly observed **urine collection**~~drug test~~
 - ~~(9)~~~~(8)~~ Possessing or wearing a prosthetic or other device used to tamper with the testing process
 - ~~(10)~~~~(9)~~ Failure to take an additional required drug test as directed by the collector or the District:
 - ~~(11)~~~~(10)~~ Admitting to the adulteration or substitution of a specimen to the collector or MRO
 - ~~(12)~~—**MRO reports a verified adulterated/substituted test result.**

- ~~(13)~~(11) Refusing to sign the certification at Step 2 of Alcohol Testing Form ~~(ATF)~~
- ~~(14)~~(12) Failing to appear for any test (except a pre-employment test) within a reasonable time, as determined by the District;
- ~~(15)~~(13) Failure to remain readily available for post-accident testing.

If the MRO reports that a covered employee has a verified adulterated or substituted test result, the employee has refused to take a drug test.

If the covered employee refuses to take a drug and/or alcohol test, the employee will incur the same consequences as testing positive and will be immediately removed from performing safety-sensitive functions and provided a list of certified Substance Abuse Professionals.

~~§ 40.191(b)~~ The consequences specified under DOT agency regulations for a refusal cannot be overturned or set aside by an arbitration, grievance, State court or other non-Federal forum that adjudicates the personnel decisions the employer has taken against the employee. ~~(49 CFR § 40.191(b))~~ 40.191(c).

VOLUNTARY SELF-~~ADMIT/REPORT~~REFERRAL

Any covered employee who has a drug and/or alcohol abuse problem and has not been notified of the requirement to submit to reasonable suspicion, random or post-accident testing, or has not refused a drug or alcohol test, may voluntarily refer themselves to the ~~Drug and Alcohol Program Manager (DAPM)/Designated Employer Representative (DER)~~ in the office of Employee Relations or contact the District's Employee Assistance Program provider, who will refer the individual to a substance abuse counselor for evaluation and treatment.

The substance abuse counselor will evaluate the employee and make a specific recommendation regarding the appropriate treatment. Employees are encouraged to voluntarily seek professional substance abuse assistance *before* any substance use or dependence affects job performance.

Any covered employee who admits to a drug and/or alcohol problem will immediately be removed from their safety-sensitive function and will not be allowed to perform such function until successful completion of a prescribed rehabilitation program.

PRESCRIPTION DRUG USE

The appropriate use of legally prescribed drugs and non-prescription medications is permitted. However, the use of any substance which carries a warning label that indicates mental functioning, motor skills, or judgment may be adversely affected should not be taken while performing covered functions. Medical advice should be

sought, as appropriate, while taking such medication and before performing safety-sensitive functions.

CANNABIDIOL (CBD)

Cannabidiol (CBD) is a chemical from the cannabis plant that is different from and does not contain tetrahydrocannabinol (THC). However, CBD is not a regulated substance, and thus products claiming to contain CBD only have not been evaluated or regulated by a Federal agency. Therefore, the product may contain levels of THC that could generate a positive drug test. Using a CBD product is not a justification for excusing a positive drug test, and procedures for drug positives should follow as usual.

CONTACT PERSON

The ~~Drug and Alcohol Program Manager (DAPM)/Designated Employer Representative (DER)~~ in the office of Employee Relations is responsible for the enforcement of this Policy.

The ~~Drug and Alcohol Program Manager (DAPM)/Designated Employer Representative (DER)~~ in the office of Employee Relations will also provide Substance Abuse Professional contact information to any employee who has had a positive drug or alcohol test or has refused a required drug or alcohol test required by District policy and DOT/FTA regulations.

For questions about the District's anti-drug and alcohol misuse program, please contact the ~~Drug and Alcohol Program Manager (DAPM)/Designated Employer Representative (DER)~~ in the office of Employee Relations at (650) 622-7891 or email DrugandAlcohol@samtrans.com.

See: Attachment C for Service Agent Information

Attachment A: Categories of Covered Positions

Basis for Testing

1. Operating a revenue service vehicle, including when not in revenue service;
2. Operating a nonrevenue service vehicle, when required to be operated by a holder of a Commercial Driver's License;
3. Controlling dispatch or movement of a revenue service vehicle;
4. Maintaining (including repairs, overhaul and rebuilding) a revenue service vehicle or equipment used in revenue service;
5. Carrying a firearm for security purposes.

Job Title	Basis for Testing	Union
Bus Transportation		
Bus Transportation Supervisor	3	Teamsters local 856
Radio Controller	3	ATU local 1574
Dispatcher	3	ATU local 1574
Bus Operator	1	ATU local 1574
Bus Maintenance		
Director, Bus Maintenance	1, 3	Unrepresented
Manager, Bus Maintenance	1, 3	Unrepresented
Assistant Manager, Bus Maintenance	1, 3	Unrepresented
Maintenance Supervisor	4	Teamsters local
Mechanics A, B, and C	4	ATU local 1574
Utility Maintenance Supervisor	1, 3	Teamsters local
Utility Worker	1	ATU local 1574
Manager, Transit Operations Training	3	Unrepresented
Assistant Manager, Transit Operations	3	Unrepresented
Transit Instructor	3	Teamsters local
Maintenance Instructor	1, 3, 4	Teamsters local
Maintenance Supervisor, ITS*	4	Unrepresented
ITS* Senior Technician	4	Unrepresented

~~*ITS - Intelligent Transportation Systems~~

Attachment B: Cut Off Concentrations for Drugs & Breath Alcohol

DRUGS

Pursuant to the Federal Department of Transportation regulations, the following are the drugs to be tested for, and the threshold levels of each test required:

Initial Test Analyte	Initial Test Cutoff 1	Confirmatory Test Analyte	Confirmatory Test Cutoff Concentration
Marijuana metabolites (THCA) 2	50 ng/mL ³	THCA	15 ng/mL.
Cocaine metabolite (Benzoyllecgonine)	150 ng/mL 3	Benzoyllecgonine	100 ng/mL.
Codeine/	2000 ng/mL	Codeine	2000 ng/mL.
Morphine		Morphine	2000 ng/mL.
Hydrocodone/	300 ng/mL	Hydrocodone	100 ng/mL.
Hydromorphone		Hydromorphone	100 ng/mL.
Oxycodone/	100 ng/mL	Oxycodone	100 ng/mL.
Oxymorphone		Oxymorphone	100 ng/mL.
6-Acetylmorphine	10 ng/mL	6-Acetylmorphine	10 ng/mL.
Phencyclidine	25 ng/mL	Phencyclidine	25 ng/mL.
Amphetamine/	500 ng/mL	Amphetamine	250 ng/mL.
Methamphetamine		Methamphetamine	250 ng/mL.
MDMA 4/MDA 5	500 ng/mL	MDMA	250 ng/mL.
		MDA	250 ng/mL.

*(ng/mL) nanograms per milliliter

BREATH-ALCOHOL CONCENTRATION (Includes ethanol, methanol, isopropanol)

Initial Screen Under 0.02	Confirmatory (Given if 0.02 or greater on initial screen)
0.02 to less than 0.04 employee may not perform safety-sensitive function	<u>0.02 to less than 0.04 will be removed from service and an investigation may be conducted;</u> 0.04 or greater employee will be removed from service, an investigation conducted, and referred to Substance Abuse Professional (SAP)

(Expressed in terms of grams of alcohol per 210 liters of breath)

Attachment C: Service Agents

<p>Drug & Alcohol Program Manager / Designated Employer Representative <u>Julie Herron, Employee Relations Analyst</u> <u>1250 San Carlos Ave</u> <u>San Carlos, CA 90470</u> <u>Ph: (650) 622-7891</u></p> <p><u>Email: HerronJ@samtrans.com</u> <u>Peter Salcido, Deputy Director Labor Relations and Employee Experience</u> <u>1250 San Carlos Ave</u> <u>San Carlos, CA 90470</u> <u>Ph: (650) 508-6233</u></p> <p>Actg Drug & Alcohol Program Manager/ Designated Employer Representative Julie Herron, Employee Relations Analyst 1250 San Carlos Ave San Carlos, CA 90470 Ph: (650) 622-7891</p>	
<p>Third-Party Administrator (TPA) eScreen-Abbott 7500 West 110th Street, Ste. 500 Overland Park, KS 66210 Ph: (800) 881-0722</p>	<p>Employee Assistance Program (EAP) Concern Employees.concernhealth.com Company Code: SMCTD Ph: (800) 344-4222</p>
<p>Medical Review Officer (MRO) Michelle Alexander, MD 8140 Ward Parkway, Ste. 300 Kansas City, MO 64114 Ph: (888) 382-2281</p>	<p>Certified Laboratory Quest Diagnostics Laboratory 400 Egypt Road Norristown, PA 19403 Ph: (800) 877-7484</p>
<p>Collection Site-Primary 1 Concentra Medical Center 125 Shoreway Road San Carlos, CA 94070 Ph: 650-556-9420</p>	<p>Collection Site-Primary 2 Concentra Medical Center 3 South Linden Avenue South San Francisco, CA 94080 Ph: 650-238-1500</p>

Collection Site-Alternate Concentra Medical Center 2 Connecticut Street San Francisco, CA 94107 Ph: 415-621-5055	Collection Site-Alternate Concentra Medical Center 3161 Walnut Ave Fremont, CA 94538 Ph: 510-796-1000
Collection Site-Alternate Concentra Medical Center 1901 Montgomery Road, Ste. 10 San Jose, CA 95112 Ph: 408-477-8080	Drug and Alcohol Onsite Testing Reliable Onsite Testing Ph: 510-672-3335
Substance Abuse Professional William "Reggie" Smith, SAP, CEAP 1019 Wood Street Oakland, CA 95100 Ph: 510.484.6747 Email: wrs17@aol.com	Substance Abuse Professional Sabina Ubell, SAP, LCSW, CEAP 2 Admiral Drive, Unit 177 Emeryville, CA 94608 Ph: 510-282-7448 Email: subell01@sbcglobal.net
Substance Abuse Professional Robert Harrelson, PsyD, SAP 3411 Mt. Diablo Blvd. Lafayette, CA 94549 Ph: 925-951-0176 Email: robertharrelson@aol.com	Substance Abuse Professional Vernon Lee, Ph.D., SAP, CSAT-S 582 Market Street San Francisco, CA 94104 Ph: 415-771-1967 Email: vernsting@pacbell.net

Attachment D: Causes and Effects of Substance Abuse & Alcohol Misuse

The drugs for which you will be subject to testing include:

Amphetamine	Cocaine
Marijuana	Opioids
Phencyclidine (PCP)	Alcohol (by evidential breath testing device only)

INFORMATION ABOUT AMPHETAMINES

Amphetamines (methamphetamine, MDMA-ecstasy) are central nervous system stimulants. They tend to make people “hyper” and “jumpy.” They can be taken either orally or injected. They are often used by people to stay awake and to counteract the effects of drowsiness. They are especially dangerous to take while performing safety-sensitive functions such as driving.

Ecstasy, MDMA (3,4 methylenedioxymethamphetamine), is a synthetic, psychoactive drug that is chemically similar to the stimulant methamphetamine and the hallucinogen mescaline. MDMA causes an increase in serotonin which plays an important role in the regulation of mood, sleep, pain, appetite, and other behaviors.

Some heavy MDMA users experience long-lasting confusion, depression, and selective impairment of working memory and attention processes. Ecstasy users make extremely dangerous drivers. They can exhibit the same impairments as amphetamine, heroin, cocaine, and hallucinogen users.

Signs and Symptoms of Amphetamine Use:

- Hypersensitivity
- Exhaustion
- Dilated Pupils
- Grinding teeth
- Loss of appetite and immediate weight loss
- Dry mouth
- Excessive talking

Effects on Person:

- More likely to take risks
- Impaired judgement

INFORMATION ABOUT COCAINE

Cocaine also stimulates the central nervous system. It gives the user an intense feeling of well-being, or euphoria, known as a “high.” The “high” will last for 10 to 60 minutes. A more potent form of the drug called “crack” cocaine is especially addicting and dangerous. Although its “high” lasts only about 5 to 8 minutes, “crack” cocaine can be addicting after only one use, and cause death the first time it is used. Cocaine can be injected, snorted, or freebassed. Snorting is sniffing the drug up the nose, and freebasing is done by heating the drug and inhaling the vapors.

Signs and Symptoms of Cocaine Use:

- Mood swings
- Weight Loss
- Restlessness: Difficulty sitting or standing in one place
- Depression
- Nose bleeds
- Irritable, angry, nervous, angers easily
- Bad breath
- Euphoric feeling
- Running nose, uncontrollable sniffing

Effects on Person:

- Slowed reaction time
- Distorted vision and depth perception
- Slow to make decisions
- Unable to correctly measure time and distance

INFORMATION ABOUT MARIJUANA

Marijuana is a depressant and mind-altering drug. Marijuana does not depress the central nervous system’s reaction; it works on the brain. Mind altering means it causes hallucinations. It can be eaten or smoked. Street names for marijuana are “dope,” “grass,” “joint,” “hash,” or “hooch.”

Tests have shown that people’s reflexes and thought processes are slower under the influence of marijuana. The effect of this drug lasts longer. Impairment can last more than 24 hours after using marijuana. The body stores the drug for days, weeks, and in some cases, months, depending on the frequency of use.

Marijuana remains a Schedule I controlled substance. Regardless of state and/or local laws permitting certain medical or recreational uses, marijuana remains unacceptable for any

covered employee subject to drug testing under the DOT's drug testing regulations. Therefore, MROs will not treat prescriptions for Marijuana (including CBD oil) as justification for a positive test result.

Signs and Symptoms of Marijuana Use:

- Dilated pupils
- Slowed reflexes
- Giddiness
- Slowed thinking
- Moodiness
- Trance-like state
- Impaired vision
- Reduced feeling of pain
- Odor of burning
- Short-term memory loss
- Loss of concentration
- Unable to sleep after prolonged use

Signs to Look For:

- Cigarette rolling paper
- Dried plant material, either crumbled or pressed
- Roach clip (device to hold joint)
- Hash pipe (very small pipe)

INFORMATION ABOUT OPIOIDS

Opioids are classified as a narcotic analgesic. They tend to have a sedating, calming effect, and act as a depressant to the central nervous system. Opioids are more commonly known as morphine, codeine, heroin, ~~and four~~ semi-synthetic/synthetic opioids (i.e., hydrocodone, oxycodone, hydromorphone, ~~and~~ oxymorphone and fentanyl). Some common names for these semi-synthetic opioids include OxyContin®, Percodan®, Percocet®, Vicodin®, Lortab®, Norco®, Dilaudid®, and Exalgo®. Street names for opioids are “junk,” “smack,” “horse,” and “brown sugar.” Opioids are prescribed by doctors to relieve pain, but they are used by the abuser to relax or “escape the real world.” They can be taken orally, injected or smoked.

When the drug is injected, the user feels an immediate “rush,” usually followed by a very relaxed and soothing feeling. However, some opioids can cause very unpleasant side effects such as nervousness, nausea, and restlessness, and if taken in excess, may cause coma or death.

Signs and Symptoms of Opioid Use:

- Mental confusion
- Slurred speech
- Unsteadiness
- Hostility
- Memory loss
- Drowsiness
- Excessive talking
- Euphoria
- Depression
- Short attention span
- Cold, moist or bluish skin
- Reduced feeling of pain

Effects on Person:

- Lack of concentration – Daydreaming
- Distorted sense of time and distance
- Distorted vision

INFORMATION ABOUT PHENCYCLIDINE (PCP)

Phencyclidine, commonly called “Angel Dust,” is known as a dissociative anesthetic. Users of PCP may experience hallucinations and signs of intoxication. They may not be able to focus their attention or will experience confusion and lack of coordination.

Although PCP has immediate short-term effects, it is also known for its long-term effect of causing psychotic behavior often associated with violent acts. Other street names for PCP include “hog,” and “crystal”. PCP may be smoked, snorted, or injected.

Signs and Symptoms of PCP Use:

- Delusions
- Confusion
- Panic
- Increased blood pressure
- Anxiety
- Flashbacks

Effects on Person:

- More likely to take risks
- Impaired coordination
- Aggressive actions

INFORMATION ON ALCOHOL MISUSE AND ABUSE

Alcohol is a socially-acceptable drug that has been consumed throughout the world for centuries. It is considered a recreational beverage when consumed in moderation for enjoyment and relaxation during social gatherings. However, when consumed primarily for its physical and mood-altering effects, it is a substance of abuse. As a depressant, it slows down physical responses and progressively impairs mental functions.

Signs and Symptoms of Use:

- Dulled mental processes
- Lack of coordination
- Odor of alcohol on breath
- Possible constricted pupils
- Sleepiness and/or stupor
- Slowed reaction rate
- Slurred speech

(Note: Except for the odor, these are general signs and symptoms of any depressant substance.)

Health Effects:

The chronic consumption of alcohol (average of three servings per day of beer [12oz], whiskey [1oz], or wine [6oz glass]) over time may result in the following health hazards:

- Decreased sexual functioning
- Dependency (up to 10% of all people who drink alcohol become physically and/or mentally dependent on alcohol and can be termed “alcoholic”)
- Fatal liver diseases
- Increased cancers of the mouth, tongue, pharynx, esophagus, rectum, breast, and malignant melanoma
- Kidney disease
- Pancreatitis
- Spontaneous abortion and neonatal mortality
- Ulcers

Workplace Issues:

- It takes one hour for the average person (150 pounds) to process one serving of an alcoholic beverage from the body.
- Impairment in coordination and judgment can be objectively measured with as little as two drinks in the body.
- A person who is intoxicated is 6 times more likely to have an accident than a sober person.

Personal Health Issues:

- Alcohol can adversely affect your judgment, ability to think, and motor functions.
- If you drink enough alcohol fast enough, it can kill you. Long-term overuse of alcohol can cause liver damage, heart problems, and other serious medical problems.
- In some cases, alcohol use can lead to physical and psychological dependence. Alcoholism is a serious chronic disease. If left untreated, it will inevitably get worse.
- Employees who use alcohol or other drugs can affect everyone. Alcohol can also destroy relationships, lead to serious problems with the law (e.g., drunk driving), and even cause harm to the people you love.
- If drinking affects your personal life, it eventually effects your work life and can lead to job loss and all the financial problems that follow.

Helplines for Employees

The following organizations and resources provide free, confidential assistance to individuals who have, or know someone who has, a problem with alcohol or other drugs.

Substance Abuse Treatment Locator

www.findtreatment.gov

Phone: 1-800-662-HELP (4357)

This Substance Abuse and Mental Health Services Administration (SAMHSA) Web site and toll-free phone line help individuals locate drug and alcohol abuse treatment programs in their communities.

~~American Council on Alcoholism~~

~~www.aca-usa.org~~

~~Phone: (800) 527-5344~~

~~This service provides referrals to alcoholism treatment programs nationwide and distributes written materials on alcohol abuse problems.~~

Cocaine Anonymous

www.ca.org

Phone: (800) 347-8998

Cocaine Anonymous provides support for people dependent on cocaine and other mind-altering substances. Callers are referred to local helplines.

~~National Council on Alcoholism and Drug Dependence Hope Line~~

~~www.ncadd.org~~

~~Phone: (800) NCA-CALL, (800) 622-2255 or (800) 595-0505~~

~~This organization, a planning and oversight agency for public substance abuse treatment programs, provides written information on alcohol and drug abuse and referrals to treatment and counseling services nationwide~~

~~NIAAA Alcohol Treatment Navigator®—How to Find Quality Alcohol Treatment~~

~~[https://alcoholtreatment.niaaa.nih.gov/how-to-find-alcohol-](https://alcoholtreatment.niaaa.nih.gov/how-to-find-alcohol-treatment?_gl=1*15tksdi*_ga*MTgwMDM5MTkwNi4xNzQxOTg0Nzkx*_ga_E2D8B2PVE9*M)~~

~~[treatment?_gl=1*15tksdi*_ga*MTgwMDM5MTkwNi4xNzQxOTg0Nzkx*_ga_E2D8B2PVE9*M](https://alcoholtreatment.niaaa.nih.gov/how-to-find-alcohol-treatment?_gl=1*15tksdi*_ga*MTgwMDM5MTkwNi4xNzQxOTg0Nzkx*_ga_E2D8B2PVE9*M)~~

~~[Tc0MTk4NDc5MS4xLjEuMTc0MTk4NTEzOC4xMy4wLjA.](https://alcoholtreatment.niaaa.nih.gov/how-to-find-alcohol-treatment?_gl=1*15tksdi*_ga*MTgwMDM5MTkwNi4xNzQxOTg0Nzkx*_ga_E2D8B2PVE9*M)~~

~~Phone: 301-443-2857~~

~~The NIAAA Alcohol Treatment Navigator is an online tool designed to help consumers find quality treatment for alcohol use disorder (AUD). It focuses on evidence-based alcohol treatment and provides information about AUD and treatment options. The Navigator helps people recognize five signs of quality care and provides steps to find quality treatment, including 10 questions to ask a potential provider.~~

Recovered - (Formerly National Council on Alcoholism and Drug Dependence Hope Line - NCADD.ORG)

www.recovered.org

Phone: (833) 787-9718

Recovered offers independently verified and reliable data for thousands of addiction treatment options across the United States. All of our data is free to access and is intended to help those in need get the right treatment for them.

San Mateo County
TRANSIT DISTRICT

ACKNOWLEDGEMENT

SAFETY-SENSITIVE POLICY CONCERNING SUBSTANCE ABUSE

I, _____, the undersigned, hereby
Print Full Name

acknowledge that I have received a copy of the San Mateo County Transit District's Safety-Sensitive Policy Concerning Substance Abuse (Policy) mandated by the U.S. Department of Transportation, Federal Transit Administration for all covered employees who perform a safety-sensitive functions. I understand this Policy is required by 49 CFR Part 655, as it may be amended from time to time, and has been duly adopted by the District's Board of Directors. Any provisions contained herein which are not required by 49 CFR Part 655 that have been imposed solely on the authority of the District are designated as such in the Policy documents.

I further understand that receipt of this Policy constitutes a legal notification of the contents, and that it is my responsibility to become familiar with and adhere to all provisions contained therein. I will seek and obtain clarification for any compliance with all provisions contained in the Policy. I also understand that compliance with all provisions contained in the Policy is a condition of employment.

I further understand that the information contained in the approved Policy dated ~~March 1, 2023~~ _____, is subject to change, and that any such changes shall be disseminated in a manner consistent with the provision of 49 CFR Part 655.

Signature of Employee

Date

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Authorizing an Amendment to a Contract with Vintage Elevator Services, Inc. to Provide Elevator Test, Inspection and Maintenance Services to Increase the Total Not-to-Exceed Amount by \$250,000 and Extend the Term for Two Years**

Action

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

1. Authorize an amendment to a contract with Vintage Elevator Services, Inc. of Belmont, CA (Vintage Elevator) for Elevator Test, Inspection and Maintenance Services (Services) to increase the total not-to-exceed contract amount by \$250,000, from \$250,000 to \$500,000, and extend the term by two years.
2. Authorize the General Manager/CEO or designee to execute the amendment to the contract with Vintage Elevator, in a form approved by legal counsel.

Significance

Approval of the proposed contract amendment will provide the District with continued, uninterrupted, qualified elevator Services for nine elevators, including six at the Central Building and one each at the District's North Base, South Base and Sequoia Station for the next two years.

Budget Impact

Funds to support the proposed contract amendment are included in the adopted Fiscal Years 2026 and 2027 Operating Budgets.

Background

In 2022, the District conducted a competitive solicitation for the Services. Effective August 1, 2022, the District entered into a contract with Otis Elevators, Inc. (Otis) for an amount within the General Manager/CEO's \$250,000 contract authority. The District terminated that contract for convenience at the end of 2023.

Effective January 1, 2024, the District entered into a single-source contract with Vintage Elevator, the incumbent prior to Otis. Vintage Elevator had been the second-ranked firm when

Otis was awarded the contract in 2022, and Vintage Elevator is the only local firm with specific expertise to maintain the Central Elevators that were manufactured in the 1970s. The Vintage Elevator contract was for a not-to-exceed amount of \$172,225, which was the available contract capacity on the Otis contract as of termination. The District amended its agreement with Vintage Elevator in June 2025 to increase the contract amount by \$77,775, for a new aggregate not-to-exceed amount of \$250,000 for a two-year term.

Over the past two years, the District has paid approximately \$250,000 for performance of the Services across the District's properties. Staff is now requesting to extend the contract by two years and add an additional \$250,000 in capacity to enable Vintage Elevator to continue providing the Services.

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

Resolution No. 2025 -

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

* * *

Authorizing an Amendment to a Contract with Vintage Elevator Services, Inc. to Provide Elevator Test, Inspection and Maintenance Services to Increase the Total Not-to-Exceed Amount by \$250,000 and Extend the Term for Two Years

Whereas, on August 1, 2022, as a result of a competitive process, the San Mateo County Transit District (District) entered into a three-year contract with Otis Elevator Company of Sunnyvale, California (Otis) for a total not-to-exceed amount of \$187,596.93 to provide Elevator Test, Inspection and Maintenance Services (Services) at four District facilities; and

Whereas, on February 5, 2024, per mutual agreement with Otis, the District terminated its contract early; and

Whereas, effective January 1, 2024, the District entered into a single-source contract with Vintage Elevator Service Inc. of Belmont, CA (Vintage Elevator) to replace Otis and provide the Services for a not-to-exceed amount of \$172,225; and

Whereas, the District amended its agreement with Vintage Elevator in June 2025 to increase the contract capacity by \$77,775, for an aggregate not-to-exceed amount of \$250,000 for a two-year term; and

Whereas, the District has a need for a qualified contractor to provide the Services to keep its elevators operating safely; and

Whereas, Vintage Elevator has satisfactorily provided the Services for the past sixteen months; and

Whereas, staff conducted a price analysis and determined Vintage Elevator's prices are fair and reasonable; and

Whereas, staff recommends that the Board authorize an amendment to the District's contract with Vintage Elevator increase to contract amount by \$250,000 and extend the contract term by two years.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes an amendment to a contract with Vintage Elevator Service, Inc. for Elevator Test, Inspection and Maintenance Services to extend the contract term by two years for an additional not-to-exceed amount of \$250,000, which will increase the total contract amount from \$250,000 to \$500,000 for a total of four years; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute the contract amendment in a form approved by legal counsel.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Tabby Davenport, Director Safety and Security
Kate Jordan Steiner, Chief Financial Officer

Subject: **Authorizing Exercise of an Option to Extend the Term of Agreement with the San Mateo County Sheriff's Office for Law Enforcement Services for Five Years at an Estimated Cost of \$11,585,704**

Action

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

1. Authorize exercise of an option to extend the term of the contract with the San Mateo County Sheriff's Office (SMCSO) for Law Enforcement Services by five years at an estimated cost to the District of \$11,585,704.
2. Authorize the General Manager/CEO or designee to execute contract documents required to exercise the option, in conformity with the terms and conditions of the current contract, and in a form approved by legal counsel.

Significance

The proposed exercise of a five-year contract option would ensure continuity of law enforcement services (Services) through June 2030. The Services are provided by the SMCSO for both the District and the Peninsula Corridor Joint Powers Board (JPB). For the District, the Services cover SamTrans fixed-route buses, Redi-Wheels and RediCoast paratransit vehicles, SamTrans+ micromobility vehicles, shuttles fully or partially funded by the District, and District facilities. The Services include, but are not limited to, patrol services within the District's service area, coordination of all requests for police service, collision investigations, and police reports. Additionally, explosive-detecting K9 units, crime scene investigation and criminal forensics, coroner's services, coverage for special events and backup personnel are provided as required.

Budget Impact

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

Background

The SMCSO has provided law enforcement services for SamTrans bus operations, other District services and property, and Caltrain since 2004. The current agreement was awarded by the Board of Directors on June 3, 2020, by Resolution No. 2020-28 following a competitive solicitation process. Prior to issuance of a Request for Proposals (RFP), staff conducted extensive outreach and contacted nine local law enforcement agencies. Two of the nine indicated interest, however only the SMCSO responded to the RFP. The parties engaged in negotiations regarding the scope of services and contract provisions, and fair and reasonable fees. Staff analyzed the various cost elements negotiated by the parties, and determined they were similar to those paid by other agencies for the same services.

SMCSO has provided satisfactory services since 2004. Under the current contract, the SMCSO provides the Services through highly trained personnel comprised of a Lieutenant, a Sergeant, a part-time Captain and eleven Deputies, including three canine units and a Detective, four Community Service Officers, and a Management Analyst.

At the time of 2020 contract award, staff estimated costs of \$8,854,082 for the District for the five-year base term. The estimated cost of Services for the five-year option term remains unchanged from when it was developed in 2020.

Cost-sharing between the District and the JPB reflects levels of services provided to each agency under the current contract. The JPB's cost-share is higher than the District's because of the highly specialized nature of the rail response services, requiring significantly more of the SMCSO's Services than the bus operations, as well as the broader geographical area the SMCSO covers for Caltrain.

Prepared By: Scott Kirkpatrick Deputy Director, Safety & Security 650-622-8045

Resolution No. 2025-

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

**Authorizing Exercise of an Option to Extend the Term of Agreement with
the San Mateo County Sheriff's Office for Law Enforcement Services for
Five Years at an Estimated Cost of \$11,585,704**

Whereas, the San Mateo County Sheriff's Office (SMCSO) has been providing law enforcement services (Services) for the San Mateo County Transit District (District) since 2004, currently under a contract awarded by the Board of Directors (Board) on June 3, 2020 for a five-year base term, with a single five-year option term; and

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

Whereas, the General Manager/CEO recommends that the Board of Directors exercise its contractual option for a five-year extension in the agreement with the SMCSO for an estimated amount of \$11,585,704 through June 2030.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes exercise of an option to extend the term of the contract with the San Mateo County Sheriff's Office for Law Enforcement Services by five years at an estimated cost of \$11,585,704.

Be it Further Resolved that the General Manager/CEO or designee is authorized to execute contract documents required to exercise the option, in conformity with the terms and conditions of the current contract, and in a form approved by legal counsel.

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

Ayes:

Noes:

Abstain:

Chair, San Mateo County Transit District

Attest:

District Secretary

BOARD OF DIRECTORS 2025



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

APRIL CHAN
GENERAL MANAGER/CEO

Memorandum

Date: June 25, 2025
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: Report of the General Manager/CEO

SamTrans fixed-route bus ridership achieved a 97.5 percent recovery rate for the first ten months in Fiscal Year 2025 (FY25), ending April 2025. SamTrans' 97.5 percent ridership recovery rate is above the 83.3 percent experienced throughout the nation. Local and commuter rail ridership continues its slow recovery rate, see chart below.

	10 Months Prior To COVID	10 Months Ended April 2025	Ridership Recovery Rate
SamTrans	9,208,580	8,979,618	97.5%
AC Transit	45,997,611	34,145,617	74.2%
SFMTA	175,823,742	136,320,918	77.5%
VTA	22,976,566	18,913,469	82.3%
Dallas	31,435,669	23,252,374	74.0%
Seattle - King	101,464,038	71,703,068	70.7%
Chicago	199,117,198	152,257,139	76.5%
Atlanta	43,499,521	28,533,750	65.6%
New York MTA	604,708,889	574,577,780	95.0%
National Bus	3,814,982,718	3,176,732,625	83.3%
Caltrain	15,616,107	8,565,350	54.8%
BART Extension	11,100,682	5,039,986	45.4%
BART System	105,723,380	47,920,981	45.3%
National Rail	4,097,900,651	3,033,257,402	74.0%
Total NTD Trips	8,321,861,936	6,524,659,518	78.4%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	350	23	341

* This number excludes the 23 Bus Operator Trainees.

Miles Between Preventable Accidents

The table below illustrates the miles between accidents performance by mode and location for the month of May 2025.

An *accident* is defined as an event that involves any of the following: fatality, serious injury, collision of a District vehicle, or major property damage. A *preventable accident* is one in which the driver failed to do everything reasonable to prevent it.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	371,484	9	41,276
South Base	254,115	5	50,823
CUB	226,978	2	113,489
Fixed Route Total	852,577	16	53,286
ADA	192,769	1	192,769
Micro Transit	15,373	1	15,373

Safety Updates

SamTrans uses an Accident Review Committee (ARC) to review and grade all accidents that involve District operators with the exclusion of contractor (MV Transportation and Transdev) related accidents. The contractors employ a similar process to review their accidents. The ARC evaluates the contributing factors of each accident and determines the preventability, which informs additional training or more severe discipline inclusive of termination.

Safety stand downs were conducted at North Base, South Base, and Central Office this month. North and South Base stand downs were primarily focused on techniques to avoid collisions. Bus operators were reminded to always stay alert, scan, identify, and adjust to avoid potential hazards and conditions that may result in collisions. The safety stand-down at Central office headquarters was focused on security and hazard reporting using the new Hazard Reporting Tool.

The Safety Department also interviews bus operators involved in serious or significant accidents and other incidents where additional information could prove to be helpful in identifying ways to mitigate or prevent future occurrences. The interviews are non-punitive and are used as a tool to gain insight and identify other factors that may affect the outcome of the incident. The information gathered will assist in developing processes or engineering controls to avoid future occurrences.

Regional/MTC Matters

Senate Bill (SB) 63 passed the Senate and is now poised to be heard by the Assembly Transportation Committee on July 7, and likely by the Assembly Revenue and Taxation committee on July 14. The SamTrans Board of Directors will receive a presentation on polling data on July 2 and is scheduled for an opt-in or opt-out vote on August 6. Transportation Authorities in San Mateo, Santa Clara, San Francisco, Alameda, and Contra Costa counties have been meeting regularly to discuss a potential expenditure plan on how to allocate the future funds for those transit properties with fiscal cliffs, including Bay Area Rapid Transit (BART), Alameda-Contra County Transit District (AC Transit), and San Francisco Municipal Transportation Agency (SFMTA). SamTrans staff is also in communication with Peninsula Corridor Joint Powers Board (JPB), BART, and San Francisco Municipal Transportation Agency (Muni). Alameda, Contra Costa, and San Francisco counties are required to be participants in SB 63, whereas San Mateo and Santa Clara can opt-in if they choose to do so. Santa Clara has not taken an official position yet.

Clipper START Pilot Program Update

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

At the May 28 meeting, the Metropolitan Transportation Commission (MTC) approved to continue the Clipper START Pilot Program beyond the pilot end date of June 30, 2025. Clipper START is included as a fare product in SamTrans' current fare structure (last updated January 2025) and does not require a new federal Title VI evaluation. Reimbursement for the District's participation will continue through a forthcoming Master Funding Agreement Supplement with MTC.

Clipper START contributed positive ridership gains for SamTrans during the Pilot Program phase. Since the start of the pilot, Clipper START customers have taken 399,217 trips on SamTrans. Staff will continue to monitor the ongoing program and provide quarterly ridership updates to the Board of Directors.

Employee of the Month (EOM) Recognitions, May 2025

Bus Operator EOM for North Base is **Jeffrey Hendrickson**. This is Jeffrey's second EOM Award during his nearly 9 years of service with the District.

Bus Operator EOM for South Base is **Ace De Leon**. This is Ace's first EOM Award during his first year of service with the District.

Bus Maintenance EOM for North Base is **Lead Mechanic Phillip He**. This is Phillip's fifth EOM Award during his 4.5 years of service with the District.

Bus Maintenance EOM for South Base **Storekeeper Vincent Jones**. This is Vincent's thirteenth EOM Award during his 26 years of service with the District.

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT June 2025

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Project Introduction

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

Section 1: Cost and Budget

Tenant Improvement

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

Non-Tenant Improvement

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

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Owner Allowance for TI	36,851	36,851	100.00%
HQ Tenant Improvement (TI)	11,469	10,427	90.92%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	392	4.18%
Non-TI, Information, Communications, & Technology (ICT), Audio/Visual, and Security Systems	6,794	969	14.26%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	0	0.00%

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Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,737	45.83%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	53,393	71.73%

Section 2: Progress and Schedule

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

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

Section 3: Accomplishments and Upcoming Work

KEY ACTIVITIES - Current Reporting Month (top 5)	
Tenant Improvement	Move management
In the Field: Framing walls, rough-in mechanical, electrical, and plumbing work	Held Mover Job-site Walk
Continue to process construction submittals for product release	Awarded Change Management Firm
Awarded Furniture, Fixture, Equipment and Services contract with Board Approval	Continued Discussions with IT
Verified furniture, audio/visual, and power dimensions in the field	Continued Discussions with Facilities
Continue procurement activities for the Non-Tenant Improvement Work	Released Mover RFP

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	Move management
In the Field: Framing; mechanical, electrical and plumbing infrastructure; and drywall continue. Field follows a waterfall sequencing	Mover Procurement Process

approach, starting with Level 6, then Level 5, then Level 4.	
Continue to process shop drawings & submittals for product release; actively coordinating design/field efforts	Change Management Procurement
Finalize quantities for furniture order	Complete Seating Assignments
Continue procurement activities for the Non-Tenant Improvement Work	Compare Seating Assignments w/ Origin Data

Section 4: Risk Register / Critical Issues

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.	The Project Team is actively processing submittals and coordinating with manufacturers to maintain schedule alignment. Where necessary, alternate products equal to or higher-quality equivalents are under review to reduce or eliminate delays.
Budget: With the subcontractors now onboard, detailed trade and field coordination with the design team and drawings is underway. If coordination conflicts arise, adjustments to the design or construction approach may be required, potentially resulting in a change order.	The Design Team and Trades are closely coordinating to address conflicts and adjacencies. Collaborative solutions are being implemented to resolve issues with minimal impact on the budget.

Issue	Status

SamTrans' HQ July Update



July Agenda

Project Scope

Project Budget

Project Schedule & Milestones

Project Updates through June 2025

Upcoming Activities through July 2025

Risk Register

Anticipated Board Approvals

Project Scope

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

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

Project Budget

Tenant Improvements Budget: \$48,320,294

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

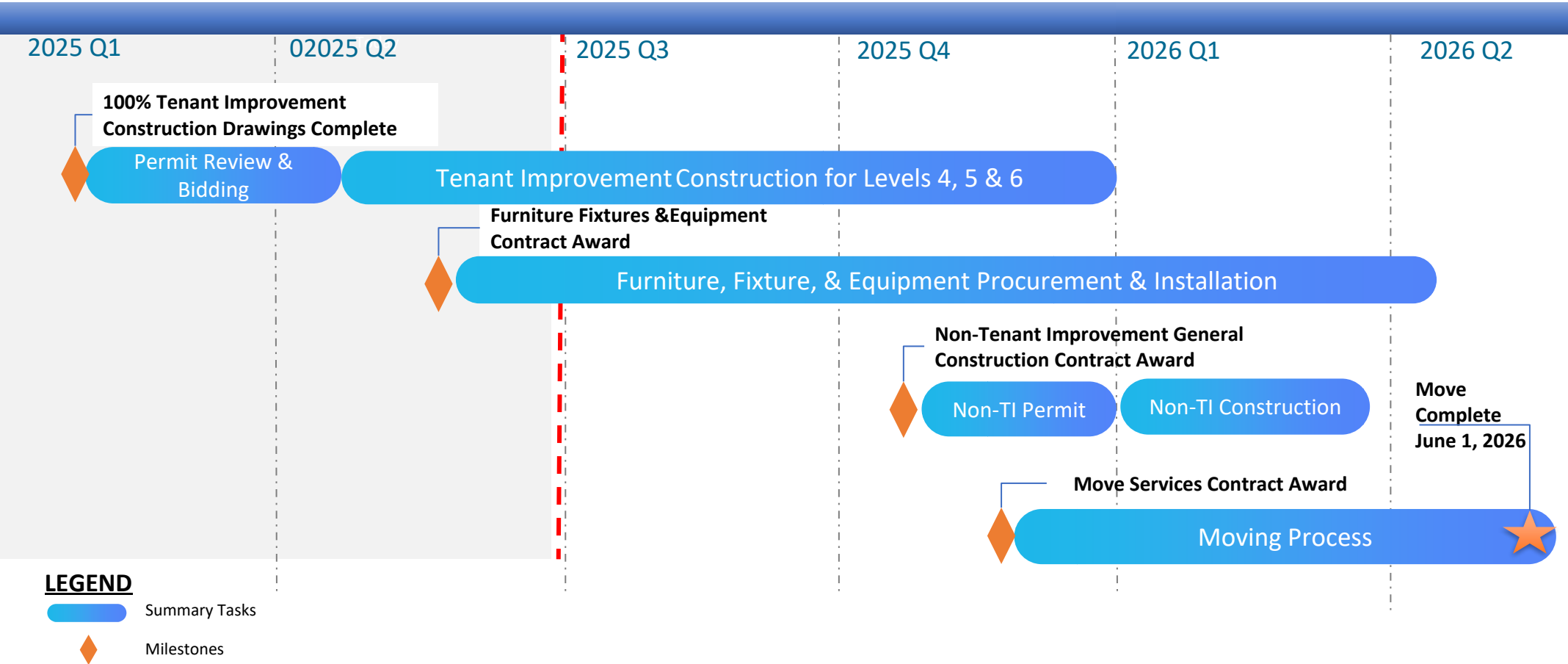
Non-Tenant Improvement Budget: \$26.1M

Total Budget Approved: \$74.4M

Committed / Percent Complete

Category/Item	Budget (in 1000 of \$)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	47,278	97.84%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	392	4.18%
Non-TI, Information, Communications, & Technology (ICT), Audio Visual, and Security Systems	6,794	969	14.26%
Non-TI, Parking Garage Fencing, EV Charging, Ticket Booth, and Owner Paid Permit Fees	1,735	0	0.00%
Non-TI, Moving Services, Move Management, Digitization, Equipment & Furniture Disposal, and Document Disposal	1,793	501	27.94%
Non-TI, Project Management, Construction Management, Change Management, Procurement, and Legal Services	3,790	1,737	45.83%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	74,437	53,393	71.73%

Project Schedule



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Project Updates through June 2025

- In the Field: Framed walls, rough-in mechanical, electrical, and plumbing work
- Continued to process construction submittals for product release
- Verified furniture, audio/visual, and power dimensions in the field
- Continued procurement activities for the Non-Tenant Improvement Work

Construction Progress Photos



Upcoming Activities in July 2025

- In the Field: framing, mechanical, electrical and plumbing infrastructure; and drywall continue. Field follows a waterfall sequencing approach, starting with Level 6, then Level 5, then Level 4.
- Continue to process shop drawings & submittals for product release; actively coordinating design/field efforts
- Finalize quantities for furniture order
- Continue procurement activities for the Non-Tenant Improvement Work

Risk Register: Key Items

Risk	Mitigation
Budget: Tariffs are imposed by the federal government.	SamTrans leadership has proactively secured volatile market pricing items and long-lead materials through early release. This approach includes potential storage solutions to expedite overseas procurement and mitigate cost risks. While tariffs remain a pricing threat, these measures help minimize exposure.
Schedule: Long lead items are delayed due to industry-wide and/or product-specific constraints.	The Project Team is actively processing submittals and coordinating with manufacturers to maintain schedule alignment. Where necessary, alternate products equal to or higher-quality equivalents are under review to reduce or eliminate delays.
Budget: With the subcontractors now onboard, detailed trade and field coordination with the design team and drawings is underway. If coordination conflicts arise, adjustments to the design or construction approach may be required, potentially resulting in a change order.	The Design Team and Trades are closely coordinating to address conflicts and adjacencies. Collaborative solutions are being implemented to resolve issues with minimal impact on the budget.

Anticipated Board Approvals

Summer 2025: Caltrain Lease

August 2025: Non-Tenant Improvement General Construction (Day 2)

November 2025: Move Service Contract

TBD: Off-Site Agency Vehicle Parking

TBD: Leasing of Market Ready Suites

TBD: Leasing of Retail Spaces

Questions



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Community Relations Committee Meeting

Committee of the Whole

(Accessibility, Senior Services, and Community Issues)

July 2, 2025 – 2:30 pm

Bacciocco Auditorium, 2nd Floor

1250 San Carlos Avenue, San Carlos, CA 94070

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

- | | | |
|---------|--------------------------------------------------------------------------------------------------|---------------|
| 11.a.1. | Call to Order | |
| 11.a.2. | Approval of Minutes of the Community Relations Committee Meeting of June 4, 2025 | Motion |
| 11.a.3. | Approve Appointment of James Ganner, Representing Bus Riders, to the Citizens Advisory Committee | Motion |
| 11.a.4. | Accessible Services Update | Informational |
| 11.a.5. | Citizens Advisory Committee Update | Informational |
| 11.a.6. | Paratransit Advisory Council Update | Informational |
| 11.a.7. | Monthly State of Service Report May 2025 | Informational |
| 11.a.8. | Adjourn | |

Note:

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

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Community Relations Committee Meeting / Committee of the Whole
DRAFT Minutes of June 4, 2025**

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

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

Other Board Members Absent: J. Gee

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

9.a.1. Call to Order

Committee Chair Canepa called the meeting to order at 2:35 pm.

9.a.2. Approval of Minutes of the Community Relations Committee Meeting of May 7, 2025

Motion/Second: Ratto/Medina

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

Noes: None

Absent: Gee

9.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, stated June 5 is Senior Day at San Mateo County Fair and mobility ambassadors will be present to promote services and to provide copies of Senior Mobility Guides.

The Committee Members stated the Senior Mobility Guide reception is well received.

9.a.4. Citizens Advisory Committee Update – Deferred.

9.a.5. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, stated approval of one new PAC member, disbanded the Consumer Core group for significantly irrelevant, and plan to tour paratransit vehicles.

Item 9.a.7. was heard prior to Item 9.a.6.

9.a.6. State of Service Report | Quarter 3 Fiscal Year 2025

Kate Christopherson, Acting Manager, Operations and Planning, noted statistics from the second quarter for the fiscal year, which included the following:

- Ridership increased 6.7 percent year-over-year
- On-time performance increased 0.7 percent year-over-year

- First quarter with hydrogen fuel cell buses in service and now incorporated in dashboard

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

- Operator feedback on safety; maintaining schedule with breaks and meals for operators
- Avoidant collision technology tested by District, not mainstream and part of buses being acquired today

9.a.7. Monthly State of Service Report | April 2025 and Update for March 2025

Ms. Christopherson, provided the presentation, which included the following:

- March 2025 report updated with missing data and first month fully cover pre-pandemic ridership
- April 2025 average weekday ridership increased 7.4 percent and monthly ridership increased 7.2 percent
- Fixed route bus ridership reached 105.4 percent
- RidePlus average weekday ridership increased 33.1 percent
- On-time performance (OTP) systemwide was 83 percent
- 13 preventable accidents with 11 from SamTrans and 2 from contracted services

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

- Preventable accidents goals; monthly tracking metrics; annual workers compensation costs; District's strict definition of accidents as small collisions, such as bus mirror and object, rather than auto-to-auto
- Contracted services initiated "drive cam" which is a camera system installed on buses to monitor and provide coaching; results show decreased accidents by contractors
- Requested a session to review accidents, tracking, workers compensation costs, and reduction of accidents and workers compensation

9.a.8. Adjourn – The meeting adjourned at 2:50 pm.

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

**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 in May 2025 are attached.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of May 13, 2025, Meeting

ATTENDANCE:

Members in person:

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

(Member in-person attendance = 9/10, Quorum = Yes)

Guests:

Marvin Ranaldson, Nelson\Nygaard (Zoom); Jane Stahl, PAC Staff; Lynn Spicer, SamTrans (Zoom); Kenneth Richardson, TransDev/Redi-Wheels; Margaret Baggerly, SamTrans, Rajkumar Agarwal, Consumer; Kelly Shanks, SamTrans; Jocelyn Feliciano, TransDev/Redi-Wheels.

WELCOME/INTRODUCTIONS:

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

APPROVAL OF APRIL MINUTES:

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

PUBLIC COMMENTS:

Larisa reported that she recently rode Redi-Wheels to the Chase Center in SF. The Center is at One Warrior Way, is huge and she stated it's very difficult to find the designated pickup location and the main entrance. She suggested that the pickup location have benches where riders can wait. Tina will research and have the Safety Department find the best location.

Raji commented that he recently had a ride to Woodside Plaza. The driver dropped off a passenger a block away from his drop-off location. He requested the driver to call dispatch to obtain permission to drop him off, but he wouldn't. The driver then picked up another person and went to Kaiser before dropping him off.

On another occasion, he had a ride to PAMF in San Carlos and a cab came to pick him up. The driver said there wasn't room for his walker. Raji showed him how to fold up the walker and convinced the driver to put it behind the driver's seat. How can he make sure that he always has a vehicle with a ramp? Otherwise, he reported that the Redi-Wheels service is very good.

Sandra commented that she went to the listening sessions coordinated by CIL and found it to be extremely valuable. Also, the topics of wayfaring and signage are very important.

PRESENTATION: Mobility Management Program

Margaret Baggerly gave an overview of the different transportation resources/options available in San Mateo County by cities, senior centers, membership programs, and more. She handed out copies of the new Senior Mobility Guide. Margaret mentioned that she manages a travel training program to help orient new riders to the system.

COMMITTEE REPORTS:

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

See page 9.

Education - Tina Dubost

The committee met on May 6th and talked about proposed changes to the Consumer Corps program. Tina explained that originally riders were supposed to report on all rides. The number of riders and reports submitted has dwindled and efforts to recruit program members have been unsuccessful. For 1Q25, there were 71 comments from 6 people. In 4Q24, there were 69 comments from 6 people. During the same time, 1,841 people rode Redi-Wheels and took over 50,000 rides. There is a significant cost involved, and the program is not serving its original purpose. There are other options available to report on rides: people can call customer service, email, send a comment to the website or write a letter. There is also a survey of riders conducted every 3 years.

Tina proposed terminating the Consumer Corps program effective June 30, 2025. Kathy Uhl seconded the motion. It was approved.

The next meeting is on July 1, 2025.

Executive – Ben McMullan

The committee met on May 6th. They talked about future presentations and Tina suggested the Grand Boulevard Initiative for June, and a presentation related to the Transportation Research Board in July. The committee felt that both would be useful for PAC members.

The membership application for Rajkumar Agarwal, a Redi-Wheels rider, for PAC approval was moved by Ben McMullan and seconded by Sandra Lang. It was approved and Raji was warmly welcomed by the group.

A motion to approve the edits to the PAC Bylaws as presented at the April meeting was moved by Sandra Lang and seconded by Kathy Uhl. They were approved.

Ben McMullan was nominated as PAC chair for 2025-26, with Sandra Lang as Vice Chair. Additional nominations are welcome with voting taking place at the June meeting.

The next Executive Committee meeting will be on June 3, at 2pm.

OPERATIONAL REPORTS

None.

PERFORMANCE REPORT

Tina referred the Council to the reports in the May packet. Ridership is stabilizing.

COMMENT STATISTICS REPORT

Data is typical. More comments come through the Customer Service Center than comment cards. There are lots of compliments which are appreciated by the drivers.

SAFETY REPORT

Jocelyn reported that there were 6 preventable safety events in April, and 5 non-preventable safety events. There was no major damage.

UPDATES AND ITEMS OF INTEREST

Agencies – Dao Do & Marie Violet

Dao reported that service to her agency has improved compared to the prior month. Having a supervisor on site has helped.

Commission on Aging – Kathy Uhl

Kathy reported that there are some new commissioners, and they are meeting in the new County building in Redwood City. They are distributing the Help at Home booklet and have begun work on the next version, which will include more resource categories. PAC members should send them any comments or corrections.

She mentioned that the Senior Mobility Guide has been a great addition to the packages given to families.

Commission on Disabilities (CoD) – Ben McMullan

No report.

Center for Independence (CID) – Ben McMullan

CID is planning a movie showing and a “State of Disability Services in the County” event in July.

Coastside Transportation Committee (CTC) – Tina Dubost

No meeting this month.

Department of Rehabilitation – Susan Capeloto

They will again be running a program for graduating students in the summer with NOVA and the SMUHSD. It will include job readiness, behavior expectations, etc. Students receive payment while training as well as work experience. Some have continued into longer placements, others work part-time while going to community college, and then transition into permanent employment.

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

The committee met on April 29. The meeting included:

- A statement of revenue and expenses.
- Awarding of contracts to fund on-call temporary staff services for ongoing programs.
- A motion to authorize funding for the transportation regional measure participation polling activities.
- Acceptance of the quarterly investment report.

The next meeting is on June 3, 2025, at 4:30pm.

ADA Refresher

None.

Other Business

None.

The meeting ended at 3:07pm.

The next PAC meeting is on Tuesday, June 10th, 2025, at 1:30pm, in person and remotely via Zoom.

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

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

Advocacy

There is much activity around SB63, the proposal for a regional tax measure for transportation.

Legislative

There are no updates on the proposed changes to the Brown Act. SamTrans has it on their “watch” list.

Redi-Wheels Policy Issues

On July 1, San Francisco paratransit is increasing fares by \$0.10.

The next PAL meeting will be on June 10, 2025.

**San Mateo County Transit District
Staff Report**

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

Action

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

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 4.4 percent in May 2025 compared to May 2024. The total monthly ridership increased by 3.3 percent in May 2025 compared to May 2024.

Post-pandemic SamTrans total fixed-route bus ridership recovery in May 2025 reached **101.2 percent** of pre-pandemic total ridership in May 2019.

Ride Plus: Average weekday ridership was 145 trips, and total ridership was 3,874 trips. The average weekday ridership increased 38.6 percent compared to May 2024, and the total ridership increased 30.6 percent compared to May 2024. Staff attributes growth in Ride Plus usage to recent expanded marketing efforts and the introduction of a new and improved app for booking the service.

Of the total ridership, 72.7 percent of trips were taken in East Palo Alto/Belle Haven and 27.3 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: For May 2025, Youth Unlimited Pass usage increased 6.7 percent compared to May 2024.

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

- **Preventable Accidents** – There were 16 preventable accidents in May 2025 (14 from District and two from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.9 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 49 service calls in May 2025 (18 from District and 31 from contracted services). The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service did not meet its goal with 1.4 service calls per 25,000 miles.

- **On-Time-Performance (OTP)** – May 2025 systemwide OTP was 81.8 percent, which is below the goal of 85.0 percent.
- **Did Not Operate (DNOs)** – In May 2025, there were 7 DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	May-23	May-24	May-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	30,889	35,357	36,690	3.8%	27,179	31,867	34,515	8.3%
Paratransit	715	770	797	3.5%	655	727	758	4.2%
Shuttles	2,186	1,666	1,943	16.6%	1,795	1,682	1,832	8.9%
Ride Plus		105	145	38.6%		109	117	7.4%
Total	33,790	37,898	39,575	4.4%	29,629	34,385	37,221	8.2%
SAMTRANS Total Ridership								
Mode	May-23	May-24	May-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	829,448	936,143	964,721	3.1%	7,796,753	9,197,534	9,944,339	8.1%
Paratransit	18,734	20,301	20,363	0.3%	184,399	205,582	212,914	3.6%
Shuttles	47,974	36,709	40,473	10.3%	412,594	386,261	418,744	8.4%
Ride Plus		2,966	3,874	30.6%		33,619	34,617	3.0%
Total	896,156	996,119	1,029,431	3.3%	8,393,746	9,822,996	10,610,614	8.0%

CALTRAIN Average Weekday Ridership								
Mode	May-23	May-24	May-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	18,853	24,457	37,416	53.0%	17,041	20,958	28,718	37.0%
CALTRAIN Total Ridership								
Mode	May-23	May-24	May-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	476,738	629,959	978,574	55.3%	4,623,360	5,611,687	8,064,387	43.7%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	May-23	May-24	May-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	88	102	94	-7.8%	81	98	93	-5.4%
BART (San Mateo County)	15,716	18,747	19,930	6.3%	16,447	17,759	19,009	7.0%
OTHER MODES in San Mateo County Total Ridership								
Mode	May-23	May-24	May-25	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	1,647	2,244	1,968	-12.3%	18,657	22,871	21,567	-5.7%
BART (San Mateo County)	436,841	517,747	549,095	6.1%	4,911,917	5,272,021	5,570,413	5.7%

IMPORTANT NOTES:

Total row may not add up due to rounding.

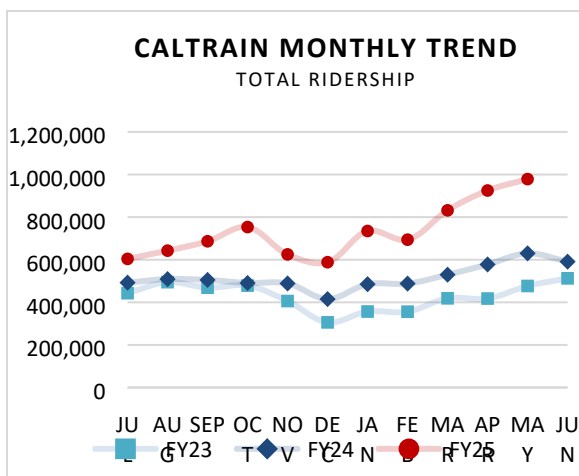
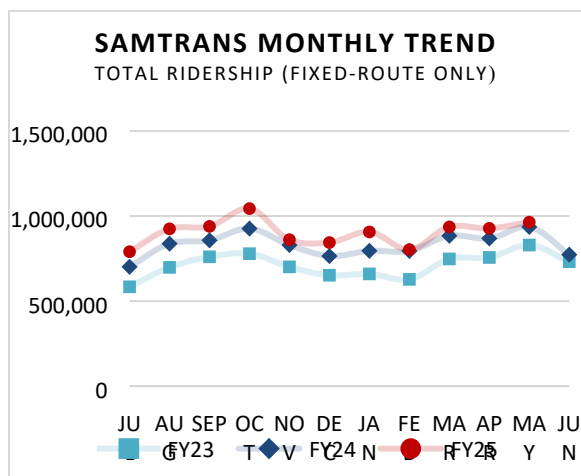
SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

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

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

%Δ¹ indicates the percentage change for the month, current year to previous year.

%Δ² indicates the percentage change current year to previous, Year to Date.



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	May-23	May-24	May-25
Adult	500,717	566,172	593,489
Eligible Discount	176,659	191,333	197,543
Youth	153,846	176,101	172,983
-- Youth Unlimited Pass	73,402	98,101	104,697
Total	831,222	933,606	964,015

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	May-23	May-24	May-25
On-Time Performance	78.3%	81.5%	81.8%
Preventable Accidents	18	13	16
--- District	10	8	14
--- Contracted Services	8	5	2
Service Calls	25	32	49
--- District	18	19	18
--- Contracted Services	7	13	31
Trips Scheduled	38,330	42,014	49,506
Did Not Operate DNOs	15	2	7

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	May-23	May-24	May-25
Total Ridership	--	2966	3,874
--- East Palo Alto Trips	--	2079	2,818
--- Half Moon Bay Trips	--	887	1,056
Active Users	--	337	358
New Registrations	--	145	89
Total Downloads	--	325	259
--- iOS Downloads	--	296	186
--- Android Downloads	--	29	73
Load Factor	--	1.2	1.2

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	May-23	May-24	May-25
Revenue Hours (Sched.)	46,724	54,345	61,350
Revenue Miles (Sched.)	498,815	537,283	598,606
Total Fleet Miles (Actual)	743,896	801,143	855,578

PARATRANSIT Operations Key Performance Indicators			
KPI	May-23	May-24	May-25
On-Time Performance (RW)	90.2%	89.8%	88.8%
On-Time Performance (RC)	93.0%	92.7%	68.5%
Preventable Accidents (RW)	1	3	1
Preventable Accidents (RC)	1	0	0
Service Calls (RW)	0	3	3
Service Calls (RC)	1	0	0

PARATRANSIT Fleet Key Performance Indicators			
KPI	May-23	May-24	May-25
Revenue Miles (RW)	156,441	167,283	170,146
Revenue Miles (RC)	18,222	22,201	24,725
Fleet Miles (RW)	173,663	186,264	190,154
Fleet Miles (RC)	23,924	28,558	26,874

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 53,474 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 17,461 miles between Service Calls this month.

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

Ride Plus started in June 2023.

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

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

RW = Redi-Wheels

RC = RediCoast

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	May-19	May-23	May-24	May-25	% ³
Bus	36,784	30,889	35,357	36,690	99.7%
Paratransit	1,148	715	770	797	69.4%
Shuttles	11,350	2,186	1,666	1,943	17.1%
Ride Plus	-	-	105	145	-
Total	49,282	33,790	37,898	39,575	80.3%
SAMTRANS Total Ridership					
Mode	May-19	May-23	May-24	May-25	% ³
Bus	953,450	829,448	936,143	964,721	101.2%
Paratransit	27,289	18,734	20,301	20,363	74.6%
Shuttles	255,435	47,974	36,709	40,473	15.8%
Ride Plus	-	-	2,966	3,874	-
Total	1,236,174	896,156	996,119	1,029,431	83.3%

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

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 99.7% of pre-pandemic levels (2019) for this month of May 2025.

CALTRAIN Average Weekday Ridership					
Mode	May-19	May-23	May-24	May-25	% ³
Caltrain	68,326	18,853	24,457	37,416	54.8%
CALTRAIN Total Ridership					
Mode	May-19	May-23	May-24	May-25	% ³
Caltrain	1,618,825	476,738	629,959	978,574	60.4%

OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	May-19	May-23	May-24	May-25	% ³
Dumbarton	138	88	102	94	68.0%
BART (San Mateo County)	46,193	15,716	18,747	19,930	43.1%
OTHER MODES in San Mateo County Total Ridership					
Mode	May-19	May-23	May-24	May-25	% ³
Dumbarton	3,041	1,647	2,244	1,968	64.7%
BART (San Mateo County)	1,174,154	436,841	517,747	549,095	46.8%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	May-19	May-23	May-24	May-25	% ³
Adult	496,454	500,717	566,172	593,489	119.5%
Youth	258,338	153,846	176,101	172,983	67.0%
Eligible Discount	246,091	176,659	191,333	197,543	80.3%
Total	1,000,883	831,222	933,606	964,015	96.3%

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year

Dumbarton and demand-response service are excluded.

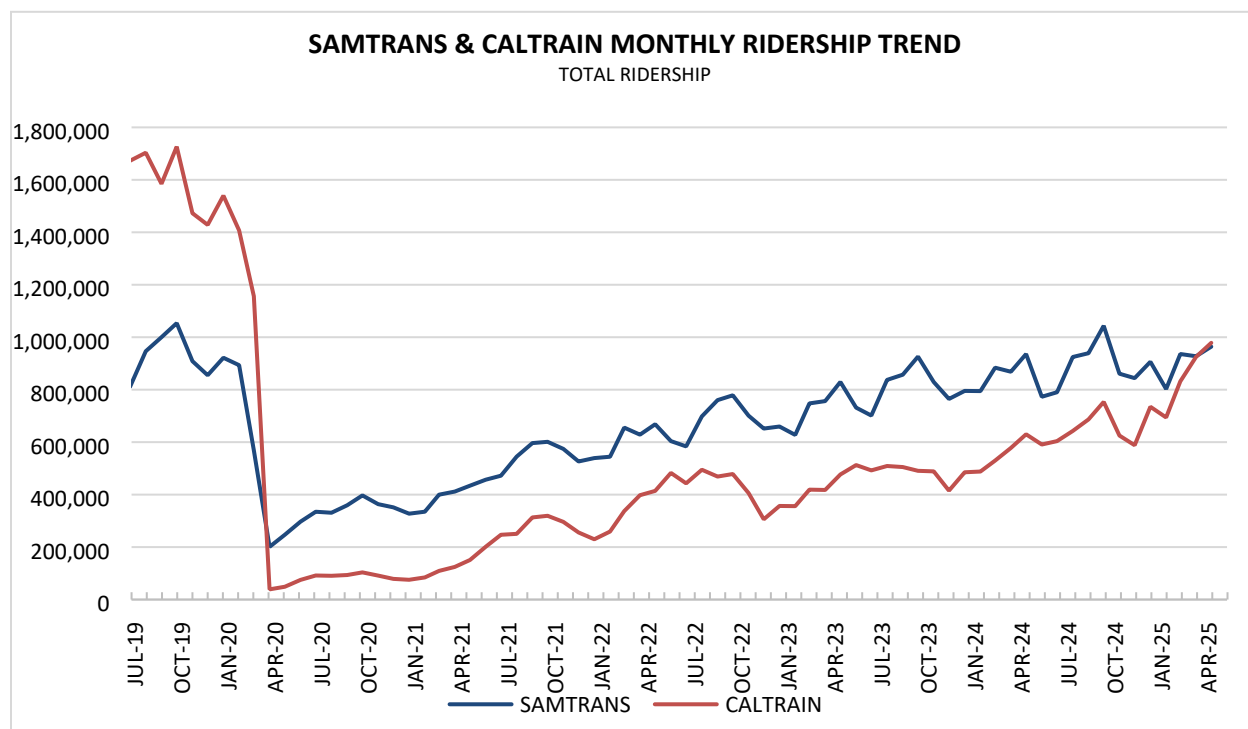
IMPORTANT NOTES:

Total row may not add up due to rounding.

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

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

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



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	May-23	May-24	May-25
Complaints	80	76	102
Accessibility	6	11	10
Compliments	11	14	12
Service Requests	43	54	40
Reports Total	140	155	164

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

The total number of reports for SamTrans increased 5.8% from 155 reports in May 2024 to 164 reports in May 2025.

COMMUNICATIONS & MARKETING

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

SamTrans Monthly Press Releases & Earned Media

Press Releases and Blogs:

- SamTrans invites riders to celebrate All Aboard Bay Area Transit Day
- SamTrans launches \$40 unlimited youth pass to support family travel needs this summer
- SamTrans to operate holiday schedule on Memorial Day

Article Mentions:

- Summer Youth Pass - Patch, KRON4, San Mateo Daily Journal, Coastside News, News for Chinese
- Bike to Wherever Days - KTVU, KPIX, KCBA
- Bay Area Rapid Transit (BART) service disruption - KPIX, Hoodline, KTVU, KCBA
- Financial challenges - San Mateo Daily Journal
- Dumbarton - San Mateo Daily Journal, KTVU
- Jury verdict for bus stabbing - San Mateo Daily Journal
- Art Takes a Bus Ride - Patch
- Memorial Day service - Mountain View Voice
- Regional Transit Measure - San Mateo Daily Journal

Digital Communications Activities

Digital Marketing Report

- SamTrans announced the 12 winners of the annual Art Takes a Bus Ride contest at the May Board of Directors Meeting. Their artwork will be displayed on two SamTrans buses for a year. This year's theme was Connecting Our Community with SamTrans.
 - The social media team provided live event coverage, posted a photo gallery, and produced a video showcasing the winners.
- On May 6, SamTrans joined the All Aboard Bay Area Transit Day press event at San Francisco's Ferry Plaza. Riders were encouraged to share their journeys on social media for a chance to win in a giveaway.
- In honor of Bike Month, SamTrans shared tips on bike racks, boarding, and other bike-friendly features. For the third consecutive year, SamTrans partnered with the Silicon Valley Bicycle Coalition to host an energizer station at the Millbrae Transit Center, offering snacks, drinks, swag and thanks to multimodal riders.
- Summer Youth Pass sales launched on May 21, offering unlimited rides for riders aged 18 and under for just \$40. SamTrans began rotating campaign messages in late May.

Other Digital Marketing Highlights

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

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.

MAY 2024	MAY 2025	% Change
Impressions: 587,550	Impressions: 1,063,355	81.0%
Engagements: 8,442	Engagements: 3,205	-62.0%
Post Link Clicks: 1,954	Post Link Clicks: 1,154	-40.9%

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

Ride Plus Campaign

May Ride Plus Marketing Metrics

- Ride Plus web content views: 2,820 (1,251 in April)
- Ride Plus Organic Social Impressions: 411 (18,201 in April)
- Paid Social Clicks: 3,560 (1,840 in April)
- YouTube Video Views: 6 (157 in April)
- Outreach Contacts: 45
- Facebook Budget: \$2,998.92

Effortless Travel Campaign

Bay Area Newsgroups Ad Network

Running digital ads on Bay Area new websites, social media, and other ad partners.

- SamTrans Enhanced-View Totally Extraperitoneal (ETEP) Ads
 - Impressions: 2.5 million
 - Ad Clicks: 15,690
 - May Spend: \$4,833

Summer Youth Pass (SYP) Campaign

Began in May

- May sales: 50 passes
- SYP pageviews: 2,794

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Director, Communications	650-508-7927



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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Finance Committee Meeting Committee of the Whole

July 2, 2025 – 2:45 pm

or immediately following the Community Relations Committee meeting

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

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

- | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 11.b.1. Call to Order | |
| 11.b.2. Approval of Minutes of the Finance Committee Meeting of June 4, 2025 | Motion |
| 11.b.3. Approving and Ratifying the Insurance Program for Fiscal Year 2026 | Motion |
| 11.b.4. Awarding Contracts to Trillium USA Company, LLC for (1) Design, Construction, and Commissioning of a Permanent Hydrogen Fueling Station for a Total Amount of \$17,365,635.39, and (2) Maintenance Services for a Not-to-Exceed Amount of \$1,696,358.16 for a Three-Year Base Term and Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$1,277,704.08 | Motion |
| 11.b.5. Adjourn | |

Note:

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

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Finance Committee Meeting / Committee of the Whole
DRAFT Minutes of June 4, 2025**

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

Other Board Members Present Constituting Committee of the Whole: M. Chuang, M. Fraser, J. Powell, P. Ratto, J. Speier

Other Board Members Absent: J. Gee

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

9.b.1. Call to Order

Committee Chair Esser called the meeting to order at 2:50 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of May 7, 2025

Motion/Second: Canepa/Medina

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

Noes: None

Absent: Gee

9.b.3. Authorizing Execution of a Reimbursement Agreement for Peninsula Corridor Joint Powers Board to Pay its Share of Furnishings, Information, Communications and Technology (IT) Infrastructure, and Other Costs of Relocating to the Millbrae Headquarters

Joan Cassman, Legal Counsel, provided the presentation, which included the following:

- Shared costs not covered by tenant improvement agreement with landlord
- Agreement with Peninsula Corridor Joint Powers Board (JPB) for JPB to cover share of additional items costs related to move and occupation at Millbrae headquarters
- Furniture, fixtures and equipment (FF&E) costs easy to ascertain, but information, communication, and technology (IT) infrastructure costs more difficult
- Agreed upon IT costs based on leased square footage; moving costs based on headcount
- JPB covers actual costs of artwork

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

- Assuming agreement approved by JPB, execution will ensure SamTrans continues HQ work with no delay to FF&E
- Need better cost driver for IT infrastructure and costs than square footage going forward

Public Comment

Aleta Dupree, Team Folds, commented on allocation of costs and reimbursements of costs, use of public funds, and spoke in support of approving this item.

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Gee

9.b.4. Adopting Fiscal Years 2026 and 2027 Operating Budgets in the Amounts of \$323,717,266 and \$339,249,367, Respectively, and Fiscal Years 2026 and 2027 Capital Budgets in the Amounts of \$4,698,405 and \$5,704,151, Respectively

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

- Proposed budget incorporated Board feedback from May meeting: reduced reliance on prior years' surpluses, developed contingency plan for potential loss of federal the Americans with Disabilities Act (ADA) funds
- Fiscal Year (FY) 2026/FY27 used reduction efforts reduced FY26 proposed budget to \$329.2 million and FY27 proposed reduced to \$343.3 million
- Combined impact of cost reduction efforts and finalization of shuttle programs led to project FY26 surplus of \$4.9 million and FY27 deficit of \$4.4 million
- Strategic initiatives to be explored in FY26 and FY27

Motion/Second: Chuang/Ratto

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

Noes: None

Absent: Gee

9.b.5. Adjourn – The meeting adjourned at 3:08 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer

Subject: **Approving and Ratifying the Insurance Program for Fiscal Year 2026**

Action

Staff proposes that the Committee recommend that the Board of Directors (Board) approve and ratify the San Mateo County Transit District (District) Insurance Program for Fiscal Year (FY) 2026, at a total premium cost of \$8,316,062 inclusive of the following:

1. Excess Liability insurance with a total limit of \$99 million at an annual premium of \$6,825,553.
2. Combined Employment Practices Legal Liability and Public Officials' Liability coverage with aggregate limits of \$5 million at an annual premium of \$137,863.
3. Excess Workers' Compensation insurance with a total limit of \$10 million at an annual premium of \$243,947.
4. Non-liability policies, covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, Terrorism coverage for Bus Physical Damage, and Kidnap & Ransom insurance, with annual premiums totaling \$1,108,699.

Significance

With the recent hardening of liability insurance markets over the past several years affecting all transportation agencies nationwide, the District and its peer agencies in the Bay Area are experiencing significant premium increases. A number of carriers have pulled out of the market, and the remaining carriers have reduced limits, making obtaining coverage at the District's previous levels more difficult than ever before. In addition, this year, the insurance program includes workers compensation premiums, previously procured by the District's third-party workers' compensation claims administrator (TPA). Overall, premiums for the District's insurance program will increase 18 percent for FY26.

The District will maintain its \$3 million Self-Insured Retention (SIR), which is still low compared to many peer agencies in the region, but achievable given the District's exceptional loss history. Helpful factors include transference of liability for the first \$5 million of risk to both the Contracted Urban Bus service contractor and the Redi-Wheels contractor. The District's liability limit of \$99 million is in excess of the contracted operators' first \$5 million of responsibility.

Below is an overview of the District's FY25 and FY26 premiums:

Program	Conditions	FY25	FY26
Liability, including Excess Liability	\$99 million excess liability with \$3 million SIR	\$5,831,403	\$6,825,553
Employment Practices and Public Official	\$5 million limit with \$500,000 SIR	\$134,839	\$137,863
Excess Workers' Compensation	\$10 million excess limits with a \$1 million SIR	Not applicable *	\$243,947
Non-Liability	Various	\$989,151	\$1,108,699
Environmental Liability	\$6 million	\$69,581	n/a second year of a 3-year policy
Totals		\$7,024,974	\$8,316,062

*Prior to FY26, the Excess Worker's Compensation was procured by and expensed through the TPA contract, and has not appeared in the overall insurance program. In FY25, the excess workers' compensation insurance premium passed through from the TPA was \$203,800.

Budget Impact

Funds to pay the premiums associated with the recommended program were included in the FY26 Operating Budget.

Background

Liability Program

As a consequence of progressively higher liability settlements in the State of California and the transit industry as a whole, fewer insurers are providing insurance capacity for public bus transit in California. With the FY26 program, the District retains its overall limit of \$99 million with a \$3 million SIR to cover the first \$3 million of damages awarded in settlements, litigation, and attorneys' fees. Coverage for the Terrorism Recovery Insurance Extension Act (TRIEA) is included in the full \$99 million limits. The Liability policy also provides \$50 million excess coverage, on top of the dedicated \$5 million Public Official's Liability and Employment Practices Liability coverage.

The liability insurance program covers all of the District's services, including District-operated revenue and non-revenue vehicles, Contracted Urban Bus service, Redi-Wheels, Ride Plus and the taxi and lift-van programs.

The San Mateo County Transportation Authority (TA) is a named insured and afforded coverage under the District's insurance program that is in excess of the TA's dedicated insurance policies.

Employment Practices

Combined Employment Practices legal liability and Public Officials' Liability insurance carries a \$5 million limit with a \$500,000 SIR and is primary to the \$50 million excess coverage available in the general liability program. Coverage is consistent with that obtained by similar California transit districts having comparable claims experience. Hanson Bridgett is the carrier-approved defense counsel for the District.

Excess Workers' Compensation

The District historically procured its Excess Workers' Compensation insurance through its TPA, but this year has made a change to a new TPA. As part of this change, the District is now procuring coverage directly.

While the District self-insures up to \$1 million per workers' compensation claim, it purchases Excess Workers' Compensation insurance to cover potentially catastrophic claims. The Excess coverage provides a \$10 million layer of protection. This insurance is written by Safety National; the current premium is \$243,947, which increased from \$203,800, mostly due to an 18 percent higher payroll.

Non-Liability Program

The District's Non-Liability program includes coverage for Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Environmental, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, Terrorism for Bus Physical Damage, and Kidnap & Ransom coverage.

Bus Physical Damage

The Bus Physical Damage policy is written on a full-replacement-cost basis for active buses less than 3 years old and on an actual-cash-value basis for the District's older buses, inactive and retired buses, and non-revenue vehicles. Deductibles range from \$10,000 on cut-away transit vans to \$25,000 on 35'-40' buses and \$50,000 on 60' articulated buses. Battery electric buses (BEBs) and hydrogen fuel cell buses (FCEBs) carry a \$100,000 deductible. The policy includes coverage for flood in high hazard zones (which includes North Base and South Base) of \$1.5 million. Terrorism coverage is included for all vehicles up to a \$100 million limit. Bus and auto fleet values increased 18.7 percent for FY26 (due to the addition of BEBs and FCEBs), contributing to an overall 17 percent increase in premiums.

Property

Property loss limits per occurrence remain at \$90 million. The policy contains Boiler and Machinery coverage, business personal property and electronic data hardware. The policy includes a \$25 million annual aggregate limit for flood insurance at properties in low hazard flood zones and a \$5 million annual aggregate for properties in high hazard flood zones. This year, however, we have increased the flood insurance for high hazard flood zones to a \$10 million annual aggregate limit. North Base and South Base are deemed to be in high hazard flood zones. Property values increased one percent, and premiums increased 23 percent to \$264,437 in FY26, of which \$47,000 is attributable to increased flood insurance coverage.

Millbrae Headquarters

During the upcoming fiscal year, we anticipate adding Property insurance coverage for Tenant Improvements and Betterments we make at the new headquarters in Millbrae. Improvements are currently estimated at \$20 million, and we can add coverage for these assets to the property insurance policy when the coverage is needed.

Central Headquarters

We will keep Property and Liability insurance at the Central Headquarters in San Carlos as long as the District owns or is responsible for the site. Some contents of the building will be moved to Millbrae and will insured there, but the District will need to continue insuring the building, its remaining contents and associated rental income.

Crime Insurance

Crime coverage applies to the District, the TA and the Peninsula Corridor Joint Powers Board, with a \$15 million limit and a \$50,000 deductible. This is the third year of a three-year program.

Environmental

This will be the second year of a renewed three-year Environmental Liability pre-paid program that carries a \$6 million policy term limit and a \$50,000 deductible per occurrence. Coverage will extend through FY27.

Cyber Liability

Cyber-attacks on commercial industries and public agencies across the nation and worldwide continue, however the cyber liability market has softened, causing premiums to decrease. The District currently has coverage with a \$10 million limit and a \$50,000 Self-Insured Retention, and the premium decreased from \$186,077 in FY25 to \$170,469 in FY26. In addition, the District is in position to *increase* its policy limits from \$10 million to \$15 million, and is currently evaluating this opportunity. These competitive premium options are, in large part, due to increased cyber security measures taken by the District, in partnership with the cyber insurance carrier.

Fiduciary Liability

The District's Fiduciary Liability coverage will continue to carry limits of \$2 million for liabilities that the District could incur from the administration and management of employee benefit plans. That policy has a \$10,000 deductible.

Kidnap & Ransom

The District has \$1 million of Kidnap and Ransom insurance that indemnifies the District for ransom payments and expenses for actual or alleged kidnappings. This policy has no deductible.

Summary

The District's insurance coverage remains largely unchanged in FY26 with the following noteworthy highlights:

- Overall premiums increased 18 percent compared to FY25.
- The program will maintain \$99 million general liability limits with a \$3 million SIR.
- Workers' Compensation premiums are now reflected in the insurance program.
- Cyber liability premiums decreased 8 percent.
- Flood coverage sub-limits increased by \$5 million to \$10 million for high hazard flood zones on the Property policy.
- Coverage for the new Millbrae headquarters is expected to be secured mid-year, while coverage for the Central building in San Carlos will be retained.

Prepared By: Marshall Rush Insurance & Claims Administrator

650-508-7742

Resolution No. 2025-

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

* * *

Approving and Ratifying the Insurance Program for Fiscal Year 2026

Whereas, the General Manager/CEO of the San Mateo County Transit District (District) has approved an insurance program for Fiscal Year (FY) 2026 with premiums totaling \$8,316,062, the costs for which are included in the FY26 Operating Budget; and

Whereas, in conjunction with the expiration of the District's existing insurance program on June 30, 2025, District staff renewed its insurance program for FY26 based on the plan approved by the General Manager/CEO, with the following significant elements:

1. Excess Liability insurance with a total limit of \$99 million at an annual premium of \$6,825,553.
2. Employment Practices Legal Liability inclusive of a Public Officials Liability policy with aggregate limits of \$5 million at an annual premium of \$137,863.
3. Excess Workers' Compensation with a total limit of \$10 million at an annual premium of \$243,947.
4. Non-liability policies covering Bus Physical Damage, Property, Boiler and Machinery, Public Employees Blanket Bond and Excess Bond, Cyber Liability with Privacy Coverage, Fiduciary Liability, Crime, Terrorism coverage for Bus Physical Damage, and Kidnap and Ransom insurance with annual premiums totaling \$1,108,699.

Whereas, staff recommends, and the Finance Committee concurs, that the Board of Directors approve and ratify the renewal of the District's insurance program for FY26, as delineated above.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transit District hereby approves and ratifies the renewal of the District's insurance program for Fiscal Year 2026, including the types of coverage, limits and premiums recited above.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer
David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding Contracts to Trillium USA Company, LLC for (1) Design, Construction, and Commissioning of a Permanent Hydrogen Fueling Station for a Total Amount of \$17,365,635.39, and (2) Maintenance Services for a Not-to-Exceed Amount of \$1,696,358.16 for a Three-Year Base Term and Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$1,277,704.08**

Action

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

1. Award contracts to Trillium USA Company, LLC of Houston, TX (Trillium) for (i) design, construction, and commissioning of a Permanent Hydrogen Fueling Station at the North Base Facility for a total amount of \$17,365,635.39, and (ii) maintenance services for the Permanent Hydrogen Fueling Station for a not-to-exceed amount of \$1,696,358.16 for a three-year base term, with up to two additional one-year option terms for not-to-exceed amounts of \$629,411.04 for the first year and \$648,293.04 for the second year.
2. Authorize the General Manager/CEO or designee to execute the contracts with Trillium in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements, 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 for the associated maintenance services, if in the best interest of the District.

Significance

As part of the District's Innovative Clean Transit (ICT) plan, the District has placed its first 10 hydrogen fuel cell electric buses (FCEBs) in revenue service. An additional 108 FCEBs from New Flyer will be delivered between the fourth quarter of 2025 and the first quarter of 2027. The District's mobile hydrogen fueling system currently in use at North Base has a limited capacity to fuel 10 to 30 FCEBs. The proposed contracts will meet the District's need for design, construction, commissioning and maintenance of a permanent hydrogen fueling station.

Budget Impact

Funds to support the award of these contracts are included in adopted Capital Budgets. The Hydrogen Fueling Station Project (Project) was originally approved by the Board in Fiscal Year 2023. Since then, several amendments have been approved to increase the Project budget to \$35,320,522, with funding from District Sales Tax, Measure W Sales Tax, and various discretionary federal and state funds. Funds to support the award of this contract will be from Local Partnership Program-Formula (LPP-F), State Transit Assistance State of Good Repair (STA-SGR), Low Carbon Transit Operations Program (LCTOP), and Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES). Staff is actively working with ARCHES to get a Letter of Non-Prejudice (LONP), which will enable the Project to proceed while securing eligibility for future funding reimbursement. Should the District choose to exercise one or both option terms under the maintenance contract, associated costs will be included in future year's Operating Budgets.

Background

On June 1, 2022, pursuant to Resolution No. 2022-37, the Board authorized the purchase of 10 FCEBs to replace 10 end-of-life diesel buses. On December 6, 2023, pursuant to Resolution No. 2023-56, the Board approved the purchase of an additional 108 FCEBs to replace 105 end-of-life diesel buses. Diesel buses are major contributors to greenhouse gas emissions (GHG) and account for approximately 89 percent of SamTrans' GHG emissions. Transitioning to FCEBs will help reduce energy consumption, direct carbon emissions, and other harmful emissions. Replacement of the 115 diesel buses with FCEBs is a critical component of the District's ICT Plan.

The FCEBs will not only benefit those who rely on public transportation, but also help improve air quality while reducing GHG emissions. The transition to zero-emission technology reflects the District's commitment to providing sustainable public transit services for the communities it serves, and aligns with the State of California's climate action goals and California Air Resources Board's (CARB) leadership in reducing the environmental impacts of the transportation industry.

In accordance with Public Contract Code section 22160 *et seq.*, a two-step solicitation process was used to procure these contracts. Step one was issuance of a Request for Qualifications (RFQu), and step two was issuance of a Request for Proposals (RFP) to the shortlisted respondents from step one. This two-step procurement process allowed the District to identify firms based on their qualifications and then make a final selection based on the best value to the District, considering qualifications, experience, a proposed method of approach, as well as price and other non-price related criteria.

On August 14, 2024, the District issued RFQu 25-S-C-001 to create a shortlist of pre-qualified respondents. The solicitation was advertised on the District's e-procurement website. The District received eight statements of qualification from the following firms:

1. Cissell Mueller Construction, Inc.
2. Clean Energy
3. Fueling And Service Technologies, Inc.
4. Integrated Cryogenic Solutions LLC
5. Linde Engineering North America LLC
6. Messer
7. Roebbelen Contracting, Inc.
8. Trillium USA Company, LLC

A Selection Committee (Committee), composed of qualified District staff, reviewed and scored the eight statements of qualifications in accordance with the following criteria:

RFQu Evaluation Criteria	Maximum Points
Essential Requirements for Design-Build Entity	Pass / Fail
Scored Questions for Design-Build Entity	280
Scored Questions for Principal Engineer	150
Recent Hydrogen Fueling Station Projects Completed	100
Organizational and Management Approach	100
Total Points	630

Following the initial qualifications review and reference checks, the Committee found all firms to be qualified and invited them to proceed to step two.

On January 27, 2025, the District issued RFP 25-S-C-001 to the eight pre-qualified firms. A pre-proposal conference and site walk was held on February 11, 2025. The District received four proposals from the following firms:

1. Clean Energy
2. Linde Engineering North America LLC
3. Messer
4. Trillium USA Company, LLC

A Selection Committee (Committee), composed of qualified District staff and a staff member from Alameda-Contra Costa Transit District (AC Transit), reviewed and scored the proposals in accordance with the following evaluation criteria:

RFP Evaluation Criteria	Maximum Points
Project Management Approach	10
Design Approach and Technical Solution	10
Understanding of Key Issues/Challenges	10
Innovative/Alternative Ideas	10
Team Structure and Qualifications	15
Implementation Plan	10
Schedule	15
Cost Proposal	20
Small Business Enterprise Preference	5
Total Points	105

Upon completion of the RFP evaluation process, including interviews and reference checks, the Committee determined that Trillium is the highest-ranked firm and that it possesses the requisite experience and knowledge to successfully deliver and maintain the permanent hydrogen fueling solution. Staff also determined that Trillium's permanent hydrogen fueling solution will meet the District's needs. Staff conducted a price analysis, analyzed relevant data regarding similar Bay Area projects' hydrogen fuel system structures, and determined that Trillium's prices are fair and reasonable.

The maintenance services contract includes up to two additional one-year option terms, which allows the District to extend the maintenance services by up to two years after the three-year base term. The District will exercise the option terms only if the District determines that the maintenance services are needed beyond the three-year base term.

Staff will return to the Board with a separate agenda item to present the contract award for hydrogen supply and services.

Prepared By:	Patrick Ng	Procurement Administrator	650-622-8018
	Zhiming Fan	Director, Infrastructure & Capital Projects	650-508-7771

Resolution No. 2025 –

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

* * *

Awarding Contracts to Trillium USA Company, LLC for (1) Design, Construction, and Commissioning of a Permanent Hydrogen Fueling Station for a Total Amount of \$17,365,635.39, and (2) Maintenance Services for a Not-to-Exceed Amount of \$1,696,358.16 for a Three-Year Base Term and Two One-Year Option Terms for an Additional Not-to-Exceed Amount of \$1,277,704.08

Whereas, diesel buses are major contributors to greenhouse gas emissions (GHG) and account for approximately 89 percent of SamTrans' GHG emissions; and

Whereas, the San Mateo County Transit District's (District) Innovative Clean Transit Plan is guiding SamTrans' transition from diesel- and gasoline-powered vehicles to a zero-emission fleet, without early retirement of diesel vehicles; and

Whereas, replacing end-of-life diesel buses with battery electric buses and hydrogen fuel cell electric buses (FCEBs) will help reduce energy consumption, direct carbon emissions, and other harmful emissions; and

Whereas, on June 1, 2022, pursuant to Resolution No. 2022-37, the District's Board of Directors (Board) authorized the purchase of 10 FCEBs to replace 10 end-of-life diesel buses as part of a demonstration program for evaluation of and planning for the fueling, operating and maintenance requirements of a FCEB bus fleet; and

Whereas, on December 6, 2023, pursuant to Resolution No. 2023-56, the Board approved the purchase of an additional 108 FCEBs to replace 105 end-of-life diesel buses; and

Whereas, the District's interim hydrogen fueling system at the SamTrans North Base Facility has insufficient capacity to fuel the incoming FCEB bus fleet; and

Whereas, in accordance with Public Contract Code section 22160 *et seq.*, the District conducted a two-step competitive solicitation process to procure contracts for (1) the design and construction of a permanent hydrogen fueling station at the North Base Facility and (2) maintenance services for the permanent hydrogen fueling station; and

Whereas, on August 14, 2024, the District issued Request for Qualifications (RFQu) 25-S-C-001 to create a shortlist of pre-qualified respondents, in response to which the District received eight submittals; and

Whereas, a Selection Committee, composed of qualified District staff, reviewed and scored the eight responses and determined all eight firms to be qualified; and

Whereas, on January 27, 2025, the District issued Request for Proposals (RFP) 25-S-C-001 to the eight pre-qualified firms; and

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

Whereas, a Selection Committee (Committee), composed of qualified District staff and a staff member from Alameda-Contra Costa Transit District (AC Transit), reviewed and scored the four proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined that Trillium USA Company, LLC of Houston, Texas (Trillium) is the highest-ranked firm and possesses the requisite experience and knowledge to successfully provide the permanent hydrogen fueling solution for the District as outlined in the solicitation documents; and

Whereas, staff and legal counsel have reviewed Trillium's responses to the RFQu and RFP, and have determined they comply with the requirements of the solicitation documents; and

Whereas, staff successfully negotiated prices with Trillium, conducted a price analysis, and determined that Trillium's negotiated prices are fair and reasonable; and

Whereas, staff recommends that the Board award two contracts to Trillium for (1) design, construction, and commissioning of a permanent hydrogen fueling station for a total amount of \$17,365,635.39, and (2) maintenance services for the permanent fueling station for a not-to-exceed amount of \$1,696,358.16 for a three-year base term with up to two one-year option terms for an additional not-to-exceed amount of \$1,277,704.08.

Now, Therefore, Be It Resolved, that the Board of Directors of the San Mateo County Transit District hereby award two contracts to Trillium USA Company, LLC for (1) design, construction, and commissioning of a Permanent Hydrogen Fueling Station at the North Base Facility for a total amount of \$17,365,635.39, and (2) maintenance services for the Permanent Hydrogen Fueling Station for a not-to-exceed amount of \$1,696,358.16 for a three-year base term, with up to two additional one-year option terms for not-to-exceed amounts of \$629,411.04 for the first option year and \$648,293.04 for the second option year; and

Be It Further Resolved that the General Manager/CEO or designee is authorized to execute contracts with Trillium in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements, and in forms approved by legal counsel; and

Be It Further Resolved that the General Manager/CEO or designee is authorized to exercise up to two additional one-year option terms for maintenance services for the Permanent Hydrogen Fueling Facility, if in the best interest of the District.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



Awarding Contracts for the Design & Construction, and Maintenance Services of a Permanent Hydrogen Fueling Station

Item #11.b.4
7/2/2025



SamTrans' Hydrogen Deployments

Completed

1. Hydrogen Fuel Cell Electric Bus (FCEB) Demonstration Fleet

- Ten (10) 40' FCEBs from New Flyer
- In service since ~March 2025
- 21,200 miles driven from March to April 2025



2. Interim Portable Hydrogen Fueling Station

- Purchased from Plug Power
- Capable of supporting fueling of up to 25 40' FCEBs



3. Phase One Bus Maintenance Facility Retrofit

- Upgraded four (4) maintenance bays to support the safe indoor maintenance of FCEBs

SamTrans' Hydrogen Deployments



Interim Portable Hydrogen Fueling Station



Retrofitted FCEB Maintenance Bay

SamTrans' Hydrogen Deployments

Upcoming

Permanent Hydrogen Fueling Station

- Design Build Contract
- Fuel 10 existing FCEBs + 108 additional FCEBs on order
- Targeting completion: Spring/Summer 2027
- PLA to be negotiated once construction trades defined



Solicitation Process

- Public Contract Code section 22160 et seq. allows the District to use a two-step procurement process
- August 14, 2024, the District issued a Request for Qualifications to establish a shortlist of pre-qualified respondents
- RFQu was advertised on the District's eProcurement website
- In response to the RFQu, the District received 8 responses
- A Selection Committee evaluated all eight responses and determined all eight were qualified

Solicitation Process (cont.)

- January 27, 2025, the District issued a Request for Proposals to the eight pre-qualified firms
- In response to the RFP, the District received four responses
- A Selection Committee reviewed and scored the proposals in accordance with the evaluation criteria set forth in the RFP
- The Committee determined that Trillium is the highest ranked proposer and possesses the necessary experience and qualifications to successfully perform the scope of services as defined in the RFP

Price Analysis

Staff conducted a price analysis by analyzing relevant data regarding similar Bay Area projects related to hydrogen fuel system structures and determined that Trillium's prices are fair and reasonable

Budget Impact

- Funds to support the award of these contracts are included in adopted Capital Budgets
- If the District chooses to exercise one or both option terms under the maintenance contract, associated costs will be included in future year's Operating Budgets.

Proposed Motion

1. **Award contracts to Trillium USA Company, LLC for (i) design, construction, and commissioning of a Permanent Hydrogen Fueling Station at the North Base Facility for a total amount of \$17,365,635.39, and (ii) maintenance services for the Permanent Hydrogen Fueling Station for a not-to-exceed amount of \$1,696,358.16 for a three-year base term, with up to two additional one-year option terms for not-to-exceed amounts of \$629,411.04 for the first year and \$648,293.04 for the second year**
2. **Authorize the General Manager/CEO or designee to execute the contracts with Trillium** in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements, and in a form approved by legal counsel.
3. **Authorize the General Manager/CEO or designee to exercise two additional one-year option terms, if in the best interest of the District.**





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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

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

July 2, 2025 – 3:00 pm

or immediately following the Finance Committee meeting

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

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

- | | | |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
| 11.c.1. | Call to Order | |
| 11.c.2. | Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of June 4, 2025 | Motion |
| 11.c.3. | Adopting the San Mateo County Transit District Fiscal Years 2026-2029 Capital Improvement Plan and Fiscal Years 2026-2035 10-Year Capital Program | Motion |
| 11.c.4. | Introduction to the Bus Stop Improvement Project Amenity Design Refresh Project | Informational |
| 11.c.5. | Adjourn | |

Note:

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

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Strategic Planning, Development, and Sustainability Committee Meeting /
Committee of the Whole
DRAFT Minutes of June 4, 2025**

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

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

Other Board Members Absent: J. Gee

Staff Present: B. Baney, J. Cassman, A. Chan, L. Lumina-Hsu, C. Schultz, M. Tolleson, M. Tseng, S. van Hoften

9.d.1. Call to Order

Committee Chair Medina called the meeting to order at 3:09 pm.

9.d.2. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of April 2, 2025

Motion/Second: Esser/Canepa

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

Noes: None

Absent: Gee

9.d.3. Draft Fiscal Years 2026-2029 Capital Improvement Program and 10-Year Capital Program for Fiscal Years 2026-2035

Chelsea Schultz, Manager, Strategic Planning, provided the presentation, which included the following:

- Capital Improvement Plan (CIP) - long-term planning tool informs budget process
- CIP projects ranked, prioritized, and grouped into six programmatic categories: transitioning to zero emissions fleet, enhancing service, maintaining state of good repair (SOGR), investing in our organization, improving customer experience, and striving for innovation
- Incorporated Board feedback includes:
 - \$40 million in Measure W unallocated funds set aside to establish capital reserve fund by reducing funds from zero emission buses (ZEB) programmatic category and funding during FY30-FY35 which will need to be addressed
 - SOGR remains top priority in CIP
- Projected funding sources and allocation of bond financing, formula funds, discretionary funds, unallocated district balances
- FY26-29 constrained CIP highlights of zero emission fleet replacement, fueling and charging infrastructures, operator restrooms, cybersecurity program, safety management system, Dumbarton Busway, artificial intelligence
- Remaining unfunded needs and supporting zero emissions fleet transition

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

- Building's current state and determine how best for the District to maintain at a level desirable by the District
- Current plans and spending, plan for 5 years, how to reach goals, and costs for the District to reach goals
- Process for continuous projects prioritization, biannual review, grant funding opportunities
- Reserves and future funding challenges; use of reserves to supplement periodically or overall for all projects
- FY31 higher funding needs compared to other fiscal years; big ticket items include fleet replacement, sea level rise mitigation construction costs, and Dumbarton project construction costs; staff pursuing external funding
- Remaining 55 buses for fleet transition; will need to define technology for the 55 buses and support needed for those buses at the bases
- Consideration of recent federal administration factors into CIP
- SOGR prioritization: limited funding will be available for those priority projects
- New headquarters included in FY25 capital budget; decommission current headquarters include building maintenance and exploring options that include developing location, partnership with City, retain property and ground lease with developer

Public Comment

Aleta Dupree, Team Folds, spoke in support of zero emissions transition, and commented on buildings age and infrastructure.

9.d.4. North Base Sea Level Rise Protection Project Update

Millie Tolleson, Director, Planning, and Bo Baney, Planning Administrator, provided the presentation, which included the following:

- Examined alternatives for feasibility: shoreline protection program and perimeter protection to North Base
- Perimeter protection alternatives met seven of nine evaluation criteria and findings, and regional barrier alternative met two to three of the nine criteria
- Both alternatives deemed to be feasible
- Perimeter protection was a better alternative for six criteria while regional barrier was a better alternative for two criteria

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

- Infrastructures tie-ins and continue work with regional partners; will tie into San Francisco International Airport (SFO) sea wall at entrance way
- Cost sharing opportunities
- Begin negotiations with county to expand safe harbor and ask county to participate in alternatives

- Design in phases for protection and setting priorities within the project
- Discussions with San Mateo County Flood and Sea Level Rise Resiliency District (OneShoreline); flood gate improvements; addressing vulnerabilities and phases to develop protections
- Work currently underway to address vulnerability of the causeway
- Staff working on phase approach and priorities while designing permanent solutions
- Ongoing conversations with partners to look for opportunities for regional protections

9.d.5. Adjourn – The meeting adjourned at 4:01 pm.

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

**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development and Sustainability Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development

Subject: **Adopting the San Mateo County Transit District Fiscal Years 2026-2029 Capital Improvement Plan and Fiscal Years 2026-2035 10-Year Capital Program**

Action

Staff recommends that the Board of Directors (Board) adopt the San Mateo County Transit District (District) Fiscal Years (FY) 2026 - 2029 Capital Improvement Plan (CIP) and Fiscal Years 2026-2035 10-Year Capital Program, entitled “4-Year Capital Improvement Plan, FY26-29, Including 10-Year Capital Program.”

Significance

At the Board’s June 4, 2025 meeting, staff presented a summary of the draft CIP and 10-year capital program, including an overview of the CIP development process, a summary of projects recommended for funding in Fiscal Years 2026-2029, the full capital needs for Fiscal Years 2026-2035, and the process to update the CIP in the future. The proposed final CIP is available here: <https://www.samtrans.com/media/35358/download?inline> .

CIP Overview

The proposed CIP and 10-Year Capital Program will be a long-range planning document that guides the District’s capital investments through 2035. It will support delivery of projects that maintain a state of good repair, fulfill regulatory mandates, advance Board priorities, and align with the District’s strategic plan, *Moving San Mateo County* (adopted November 2024). The proposed FY26-29 CIP recommends a \$479 million program based on projected available District and external funding. The 10-year Capital Program identifies an unconstrained list of capital needs totaling almost \$2 billion for the next 10 years (FY26-35).

The CIP and 10-Year Capital Program will not officially commit funding to projects. However, it will provide a roadmap for future capital budget decisions, particularly for projects funded with Measure W revenues and with local, state, or federal sources.

The CIP includes plans to leverage \$203.5 million in unallocated District balances with external formula funding, competitive grants, and debt financing, to fund near-term and long-term capital projects throughout the 10-year planning horizon. Notably, the CIP assumes no new District revenues will be available to support the capital program beyond existing unallocated balances, due to projected structural operating deficits.

21910078.1

CIP Update Process

Staff will update the CIP every two years, aligned with the biennial budget cycle. Each CIP update cycle will identify and add new projects, and re-rank and prioritize projects based on evolving needs and agency goals. Staff will also re-evaluate fiscal constraints and funding projections based on updated financial outlooks. This will ensure that the CIP remains a flexible, strategic tool that responds to changing conditions and emerging priorities.

Budget Impact

Adoption of the FY26-29 CIP and 10-Year Capital Program will have indirect budget impacts. Capital projects recommended for funding in the FY26-29 CIP will inform the capital budgeting process and will be brought to the Board as part of future capital budget approval processes.

Background

Approval of the staff recommendation would adopt the District's first comprehensive CIP in several years and reflects substantial input from departments across the agency. The CIP would be complemented by a forthcoming capital reserve strategy. The CIP also would serve as a companion document to the District's FY 2026-2035 Strategic Plan. The programmatic categories and project evaluation criteria are directly aligned with the Strategic Plan goals, the CIP shares the same planning horizon through 2035, and the prioritization process specifically elevates projects that advance strategic plan initiatives.

Prepared By:	Chelsea Schultz	Manager, Strategic Planning	650-508-6483
	Asiya Patel	Planner, Strategic Planning	650-508-7913

Resolution No. 2025-

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

* * *

Adopting the San Mateo County Transit District Fiscal Years 2026-2029

Capital Improvement Plan and Fiscal Years 2026-2035 10-Year Capital Program

Whereas, the San Mateo County Transit District (District) Board of Directors (Board) desires to adopt a new Fiscal Years 2026 - 2029 Capital Improvement Plan (CIP) and Fiscal Years 2026-2035 10-Year Capital Program, entitled "*4-Year Capital Improvement Plan, FY26-29 Including 10-Year Capital Program*" to set forth a long-range planning document that guides the District's capital investments over a 10-year horizon; and

Whereas, the CIP and 10-Year Capital Program will support delivery of District and shared services projects that maintain a state of good repair, fulfill regulatory mandates, advance Board priorities, and align with the District's strategic plan; and

Whereas, the CIP and 10-Year Capital Program will inform the annual capital budget but does not represent a final commitment of funds to specific projects; and

Whereas, the CIP and 10-Year Capital Program will organize SamTrans and other District capital needs across six categories that align with the District's goals, including State of Good Repair (SOGR), Zero Emission Bus (ZEB) Transition, Improving Customer Experience (ICX), Investing in our Organization (IOO), Enhancing Service (ESV), Striving for Innovation (SFI); and

Whereas, the development of the CIP and 10-Year Capital Program included a call for projects from all internal departments, the establishment of a scoring committee, the evaluation of projects against key criteria such as state of good repair, operational effectiveness, customer

experience, equity, and safety, and the classification of projects as Mandate, Board Priority, Strategic Plan, or Other Discretionary to ensure the most important projects are ranked the highest; and

Whereas, the District developed a financial model to establish a 10-year financial outlook, determined the level of funding available for the capital program, and narrowed the unconstrained list of identified capital needs to a financially feasible set of projects; and

Whereas, development of the CIP and 10-Year Capital Program included prioritizing and ranking projects based on project scores, classifications and executive leadership and Board direction; and

Whereas, the CIP will be updated every two years in alignment with the biennial budget cycle to re-evaluate fiscal constraints and funding projections; and

Whereas, the District will ensure the CIP remains a flexible, strategic tool that responds to changing conditions and emerging priorities.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors approves and adopts the San Mateo County Transit District Fiscal Years 2026 - 2029 Capital Improvement Plan) and Fiscal Years 2026-2035 10-Year Capital Program, entitled "*4-Year Capital Improvement Plan, FY26-29 Including 10-Year Capital Program*," attached hereto.

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

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



**STRATEGIC
PLAN**

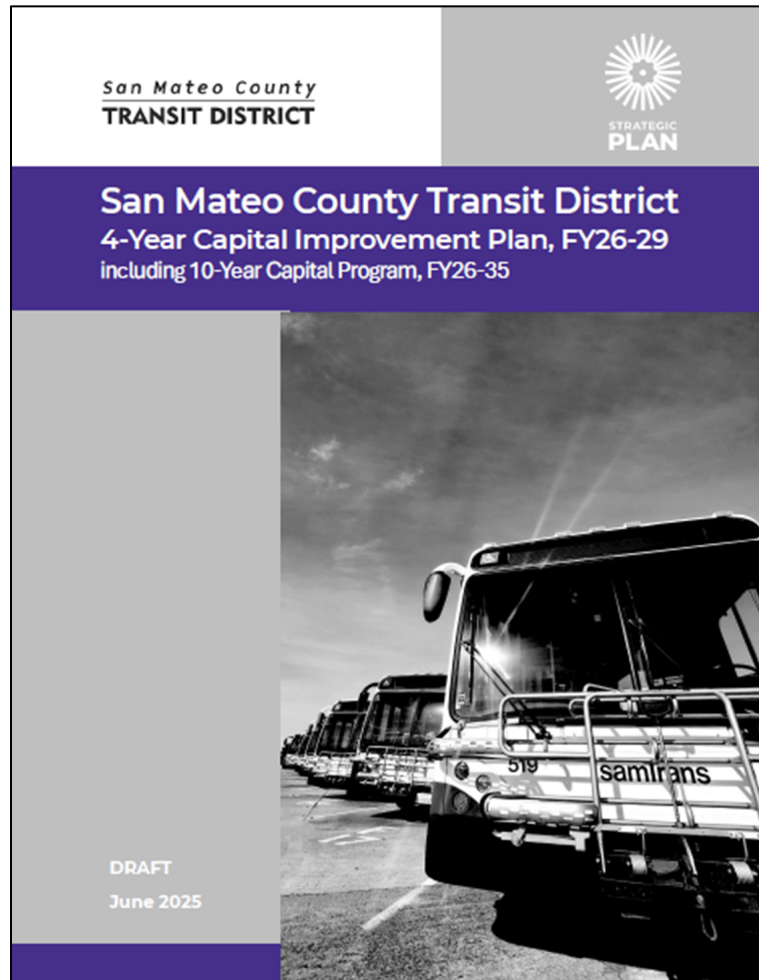
**FY26-29 Capital Improvement Plan and
10-year Capital Program, FY26-35**

Board of Directors Meeting, July 2, 2025

Item #11.c.3.
7/2/2025



Seeking Adoption of the FY26-29 CIP and 10-year Capital Program, FY26-35



The proposed CIP:

- Responds to **legal and regulatory mandates** (e.g., Cybersecurity, ZEB transition)
- Reflects **Board priorities** and **leverages external funding** opportunities
- Aligns with and advances **Strategic Plan goals**
- Prioritizes and addresses **SOGR** needs

A forthcoming **capital reserve policy** and **capital reserve fund** (initially seeded with \$40M) will complement the CIP



CIP Components



FY 26-29 Capital Improvement Plan (Fiscally Constrained)

- Capital projects recommended for funding in FY26/27 and FY28/29 budget cycles
- Constrained to projected available funding (District + external)
- Project costs, schedules and funding sources will be refined through biennial budget process



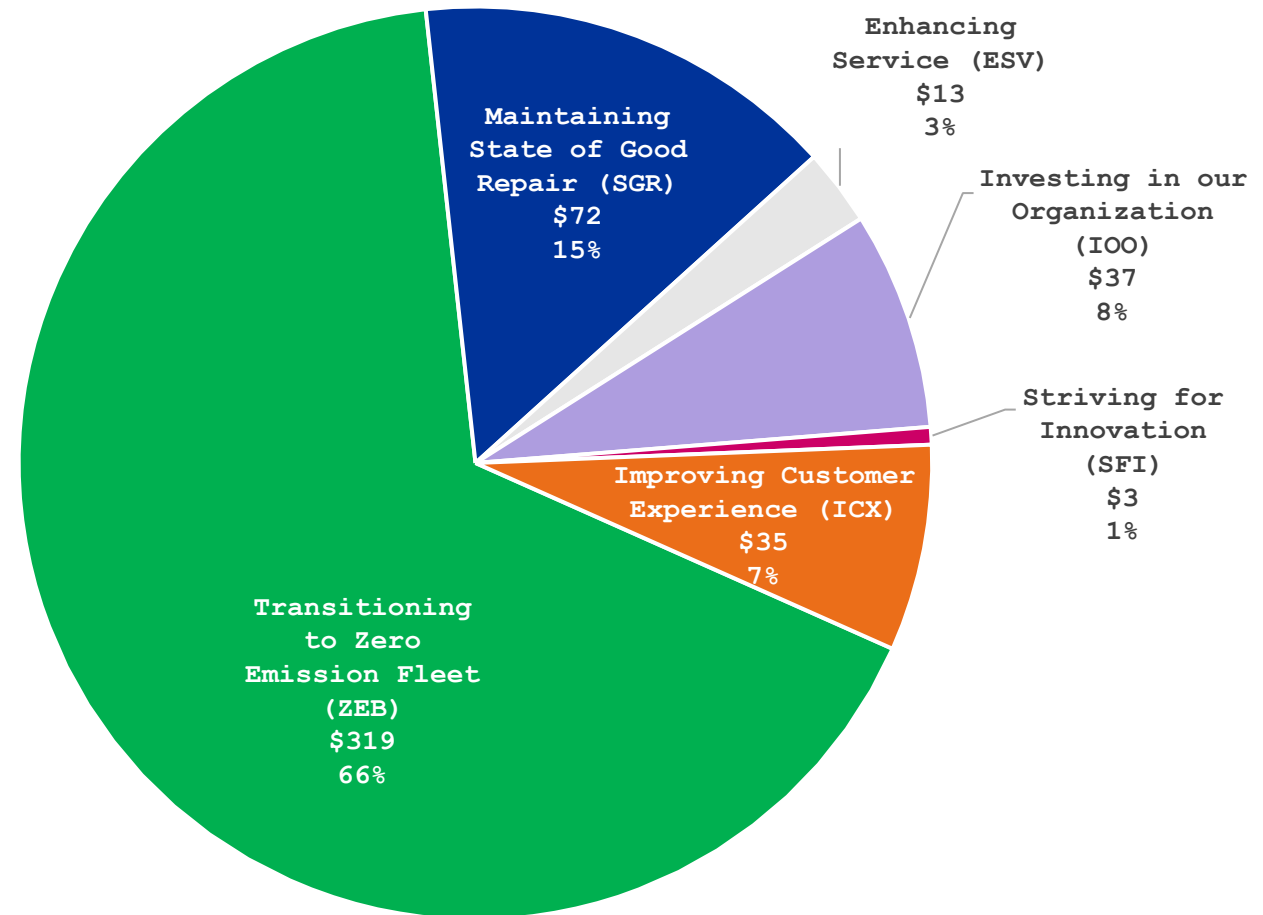
10-Year Capital Program (Unconstrained)

- Prioritized but unconstrained list of capital needs for FY26-35
- Comprehensive, long-range planning tool
- Daylights funding gaps and projects in need of external funding
- Supports retaining funding for priority outer-year capital projects

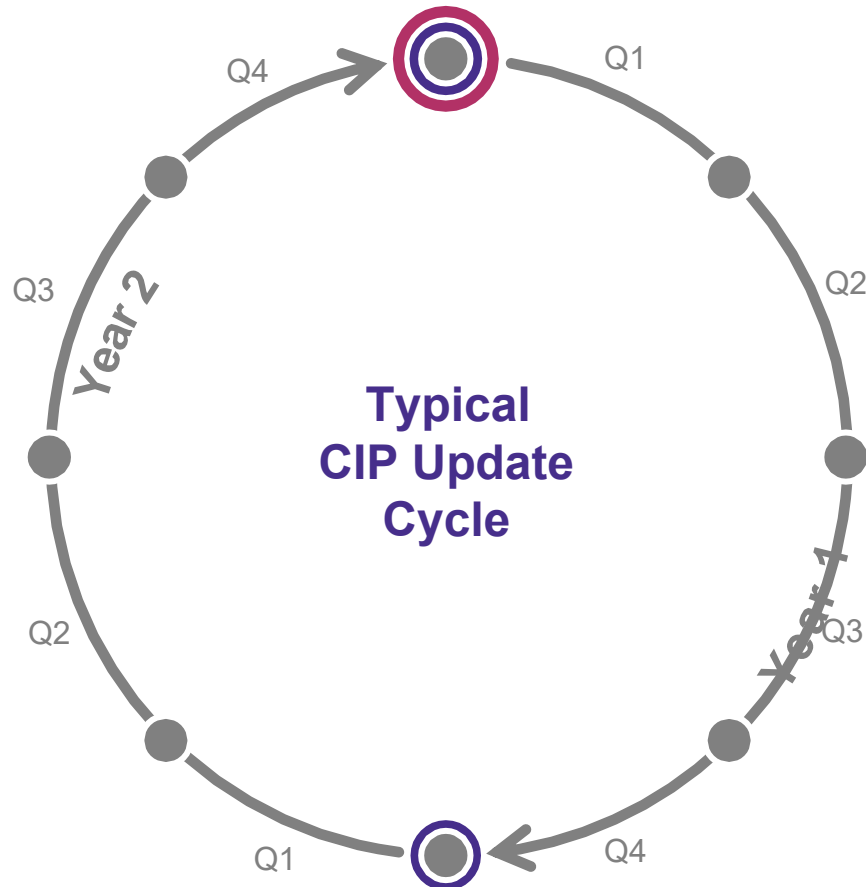


Draft FY26-29 CIP by Category

- FY26-29 CIP recommends full funding for projects that support transition to a zero-emission fleet (\$319 million)
- \$72 million is directed towards State of Good Repair
- \$88 million directed towards remaining project categories



Typical CIP Update Cycle



● QUARTERLY

Capital program status reports provided to the BOD as part of Board packet, shows progress toward delivery of all active capital projects

○ OFF CYCLE YEAR

Project team begins working on next CIP

● BIENNIALY

Adopt new 4-year CIP, which will recommend projects for funding in the capital budget, and 10-year capital needs list



Next Steps

- Today, staff is **requesting adoption of the CIP**
- Next steps include:
 - Budgets team will use adopted CIP to prepare capital budget amendment for FY26/27
 - Capital reserve policy will be brought to the Board for consideration





STRATEGIC **PLAN**

Thank you! Questions?

Chelsea Schultz, Manager of Strategic Planning, schultzc@samtrans.com

Millie Tolleson, Director of Planning, tollesonm@samtrans.com



**San Mateo County Transit District
Staff Report**

To: Strategic Planning, Development and Sustainability Committee

Through: April Chan, General Manager/CEO

From: Joshua Mello, Executive Officer, Planning and Development

Subject: **Introduction to the Bus Stop Improvement Project Amenity Design Refresh Project**

Action

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

Significance

The purpose of this presentation is to provide an informational update on the San Mateo County Transit District's (District) Bus Stop Improvement Project (BSIP) and introduce the BSIP Amenity Design Refresh Project (Project). Staff will provide a brief background on BSIP, then an overview of the Project, including the Draft Amenity Concept Designs being considered, and finally discuss stakeholder engagement activities and outline next steps.

BSIP Progress

In May 2024, the SamTrans Board of Directors approved BSIP, which outlines a comprehensive strategy to enhance the transit experience for all riders by improving bus stop amenities throughout SamTrans' service area. Since approval of BSIP, the District has led the ongoing implementation of BSIP recommendations including funding, design, permitting, and construction of bus stop amenities. BSIP implementation will occur in multiple phases, beginning with near-term improvements at bus stops that received the highest prioritization scores. These stops were identified through a comprehensive evaluation process that considered equity, ridership, and amenity needs. Other projects such as the Bus Shelter Replacement Program and Americans with Disabilities Act (ADA) Transition Plan Implementation also seek to improve the passenger experience and are progressing at various stages of design and permit review with partner jurisdictions.

BSIP Amenity Design Refresh Project

In February 2025, the District launched the BSIP Amenity Design Refresh Project, which updates the District's design standards portfolio for bus stop amenities. This includes updating existing designs for full-size shelters, benches and other seating, and designing new amenities such as narrow footprint shelters, shade structures, lighting, and real-time information technology displays.

The ultimate objective of the Project is to develop “refreshed” designs for SamTrans’s amenities that are consistent with the District’s branding, align with industry standards, are responsive to the physical and environmental conditions of bus stops throughout the County, conscious about general costs, and consider the input and needs of the District’s internal and external stakeholders.

Draft Amenity Design Choices

Based on information collected through research of industry best practices and two internal workshops focused on materials and design, the Staff are currently reviewing several conceptual design options for materials, color, roof style, seating, accessories, real-time technology options, lighting, advertisement panels, and other accessories.

While there are design choices available, the Project has identified baseline designs for shelters to include 1) flexibility for two- or four-post bus shelter frames, and 2) to move towards perforated metal panels instead of glass (which can be easily broken, vandalized, and more costly to maintain). The Project is employing a “Kit of Parts” approach (e.g., standardized components with cohesive design that can be configured in various ways). These baseline design elements would allow Staff to more effectively determine the range of amenities and kit-of-part components that are appropriate for the different stop conditions at various locations. Final design decisions will be collectively agreed upon through internal workshops with various staff involved in the planning, operations, and maintenance of the District’s bus stops.

Bus Bench Pilot

In a parallel effort with the Project, SamTrans will install a few different styles of benches at four locations (Daly City, South San Francisco, Linda Mar Park and Ride, and Sequoia Station). Engagement with our riders will be conducted and encourage the community to use the benches and inform Staff of feedback on design, comfort, and other observations. Multilingual surveys will be available over the summer for riders to provide feedback. Staff will also be evaluating ease of maintenance and weather resistance during the Pilot.

Upcoming Stakeholder Engagement

Over the next few months, District Staff will continue to engage with both internal and external stakeholders on both the Project and the overall BSIP implementation. Results from the upcoming Bus Bench Pilot shall be incorporated and supplement any best practice research already conducted by the Project. Staff shall provide information on BSIP progress for the public through the SamTrans website. Further, staff will engage internally on the development of the Project and Kit of Parts to ensure design outcomes fully align with SamTrans branding, marketing, customer experience, safety, facilities, and procurement needs.

Budget Impact

There is no budget impact at this time. The Board of Directors previously approved approximately \$3.6 million for BSIP implementation as part of the Fiscal Year 2025 (FY25) capital budget. The forthcoming FY26-29 Capital Improvement Plan recommends allocating an

additional \$34.5 million to continue advancing BSIP near-term priority improvements. BSIP budget requests will continue to be brought to the Board as part of future capital budget approval processes.

Background

The goal of the Bus Stop Improvement Project is to provide a comfortable, convenient, and dignified experience for passengers at bus stops. BSIP builds upon Reimagine SamTrans by further enhancing the transit experience in Equity Priority Areas and directly addressing community requests for bus stop improvements.

The BSIP plan, adopted in 2024, established minimum required amenities for each bus stop, including standard poles and signs, shelters, shade structures, benches, system maps, route schedules, and real-time information displays. The resulting Bus Stop Design Guidelines aimed to provide consistent and actionable recommendations for bus stop amenities throughout the County.

The BSIP Amenity Design Refresh Project takes this effort further by updating the District's design standards portfolio for bus stop amenities and provides clarity and direction on the general design and material types for new and replacement amenities that collectively address the District's operations and maintenance efficiency needs, and the community's needs.

Prepared By:	Christopher Espiritu	Principal Planner	(650) 508-6313
	Nichollette Tolmie	Planning Analyst III	(650) 551-6126
	Chelsea Schultz	Manager, Strategic Planning	(650) 508-6483



BSIP Amenity Design Refresh Project

Item #11.c.4.
7/2/2025



SamTrans Board of Directors | July 2, 2025

Agenda

- Background and Project Overview
- Draft BSIP Amenity Concept Designs
- Upcoming Stakeholder Engagement
- Next Steps

Background and Project Overview

Bus Stop Improvement Project (BSIP)

- Plan adopted by SamTrans Board in May 2024
- Included updated SamTrans Bus Stop Design Guidelines
- Defined & prioritized amenities for all bus stops
 - Shelters, seating, lighting, real-time information, etc.
 - Did not include recommended designs for these amenities



BSIP Amenity Refresh Project Goals



Develop updated design standards for the SamTrans bus stop amenity portfolio



Incorporate new standards into Bus Stop Design Guidelines and socialize with agency partners



Deploy newly designed amenities throughout the SamTrans service area

When installing NEW amenities as recommended by BSIP
When REPLACING existing amenities that have reached the end of their useful life



Generate excitement for the Bus Stop Improvement Project!

BSIP & Related Projects Timeline

2022 - 2024

1) BSIP Development

- Design Guidelines
- Prioritized List of Amenity Needs for each City

2) SamTrans Board Adoption

2024 - Present

1) Phase 1 of BSIP Implementation

2) Bus Stop Replacement Program

3) ADA Plan Implementation

All are proceeding concurrently

2025

BSIP Amenity Design Refresh & Bench Pilot

Deliverables:

Updated Portfolio of Amenity Designs / Kit-of Parts
Stakeholder Engagement

2026 and Beyond

Future Phases of BSIP Implementation using updated Portfolio of Amenity Designs

What Amenities Are We Designing?

Existing Amenities:

- Full-size shelter
- Bench & other seating
- Trash cans
 - Only deployed at select sites as local situations warrant

New to SamTrans:

- Narrow footprint shelter
- Shade structure
- Lighting
- Real-time information
 - Multiple options: e-paper display, full color display, QR code

Draft BSIP Amenity Concept Designs

Objectives for New Designs

- Refreshed “look and feel” consistent with SamTrans branding
- Aligned with industry best practices
- Guided by input from SamTrans stakeholders/subject matter experts
- Responsive to various bus stop site conditions
- Configurable as "kit-of-parts" with off-the-shelf components

Amenity Design Choices

- **Baseline Shelter Design includes:**
 - Two- and/or four-post bus shelter frames
 - Perforated metal panels (instead of glass)
- **Amenity Design Choices include:**
 - Shelter color, material, and branding
 - Perforated panel design and material
 - Roof design and color
 - Seating and other accessory colors
 - Real-time technology
 - Shelter and bus stop pole lighting
- **Add-on configurable components** (kit-of-parts concept):
 - Ad panel, solar roof, additional lighting, RT information display panel, etc



Updated “Look and Feel”



Conceptual Standard Four-Post Shelter Example

Four-post design shown with:

- Blue frame
- Curved roof
- Perforated metal panels with color branding (example)
- Ad panel and RT info panel

Item #11.c.4.
7/2/2025



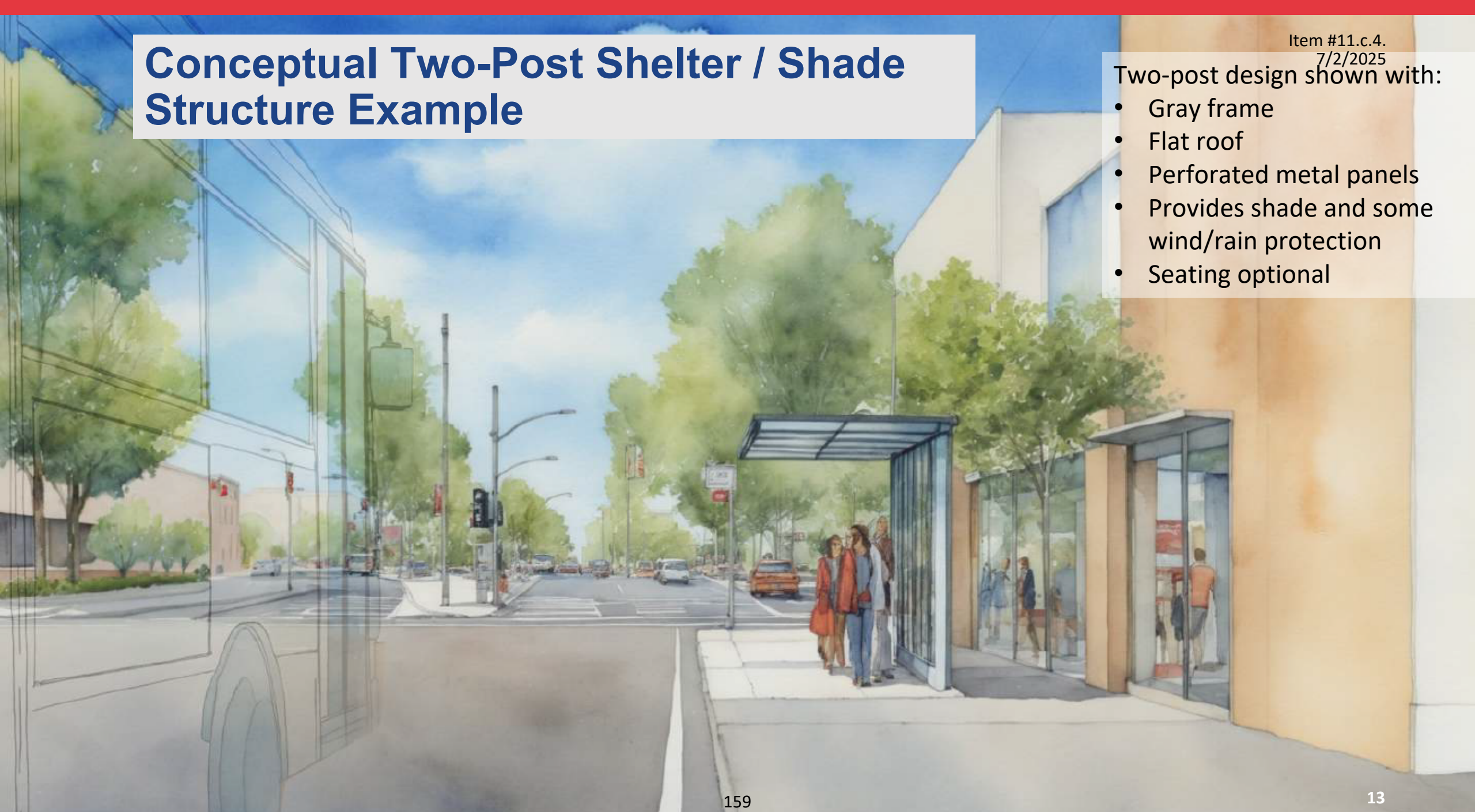
Conceptual Two-Post Shelter / Shade Structure Example

Item #11.c.4.

7/2/2025

Two-post design shown with:

- Gray frame
- Flat roof
- Perforated metal panels
- Provides shade and some wind/rain protection
- Seating optional



Two-Post Shelter / Shade Structure

- Riders have emphasized importance of shade/shelter and a place to sit
- Currently considering options for space-constrained sites
- One option is a two-post cantilever shelter
 - (+) Narrow footprint, flexible seating arrangements
 - (-) Requires below-grade foundation
- Continuing to explore alternatives with less intrusive foundation requirements



Narrow Footprint Shelter

- Another option for space-constrained sites is a four-post narrow footprint shelter
- Straight forward installation with bolts to existing sidewalk/concrete instead of new foundation excavation
- Can be removed or relocated (especially during temporary construction)



Bus Stop with Lighting and Seating

- Some bus stops are not well suited for shelters
- Improvements could still include:
 - Solar lighting fixture on bus stop pole for improved visibility
 - Seating (simme or bench)
 - Real time information



Real-Time Information Displays



MBTA E-Ink Display



- Real-time information display technology has evolved and improved since BSIP started
- BSIP recommended mix of e-paper, marquee and full-color real-time displays
- Full color and marquee displays require electrical connections and are substantially more expensive (upfront costs, potential for vandalism, part replacement)
- Given that BSIP was not fully funded in CIP, staff pivoting toward lower cost real-time options (e.g., e-paper technology and QR codes for bus stop signs)

Other Seating and Lighting Design Options

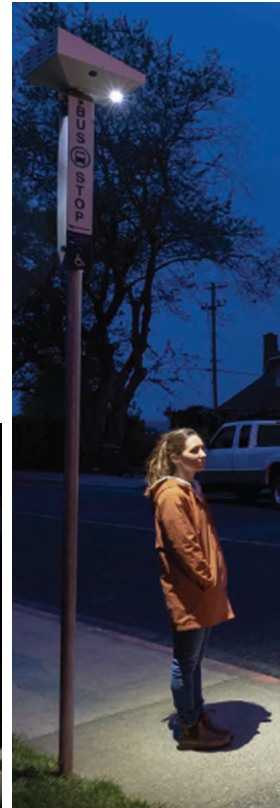
Seating Design Considerations

- Color to match shelters
- Options for dividers, back rests
- Potential for advertising on benches
- Final seating designs will incorporate findings from bench pilot



Lighting Design Considerations

- Solar pole-mounted lighting
- Shelter lighting (overhead vs vertical)
- Safety, visibility, O&M considerations



Piloting New Bench Options

- SamTrans will install a few different styles of benches at four locations (Daly City, South San Francisco, Linda Mar Park & Ride, and Sequoia Station)
- Riders encouraged to use the benches and let us know what they think (design, comfort)
- Staff will also be evaluating ease of maintenance and weather resistance
- Multilingual surveys will be available over the summer for riders to provide feedback





Upcoming Stakeholder Engagement & Next Steps

Stakeholder Engagement Goals

- **External Stakeholder Engagement:**
 - Update previously engaged external partners on BSIP progress (ex., CAC, SAG/TAG)
 - Receive and incorporate rider feedback on bench pilot
 - Keep the public updated on BSIP progress via our website
- **Internal Stakeholder Engagement:**
 - Ensure alignment of several ongoing SamTrans projects related to bus stops
 - Work with internal experts to refine design standards (Branding, Advertising, Customer Experience, Safety, Facilities, Procurement, etc)
 - Maximize benefits of new designs while remaining cost conscious

Upcoming Stakeholder Engagement

- **External Stakeholder Meetings:**
 - July 8: Paratransit Advisory Council
 - July 30: SamTrans Citizen Advisory Committee
 - July/August: City Manager's Meeting (SMCCMA)
 - August: Stakeholder Advisory Group/Technical Advisory Group
- **Internal Focus Group Meetings (July/August):**
 - Branding & Advertising
 - Passenger Information & Safety
 - Facilities & Procurement



Next Steps & Project Look Ahead

Summer 2025

- Bench Pilot Outreach
- External Stakeholder Meetings
- SamTrans Internal Expert Focus Groups

Fall 2025

- Refine draft concept designs
- Outreach to city partners, county and C/CAG

Winter 2025/2026

- Finalize draft concept designs
- Board of Directors meetings and approval



Item #11.c.4.
7/2/2025

Thank You



Please email EspirituC@samtrans.com with any questions.

BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO



AGENDA

San Mateo County Transit District

Legislative Committee Meeting Committee of the Whole

July 2, 2025 – 3:15 pm

or immediately following the Strategic Planning, Development, and Sustainability Committee meeting

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

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

- 11.d.1. Call to Order
- 11.d.2. Approval of Minutes of the Legislative Committee Meeting of June 4, 2025 Motion
- 11.d.3. Receive Legislative Update and Approve Legislative Proposal: Assembly Bill 476 (González) Motion
- 11.d.4. Receive Senate Bill 63 Update Motion
 - a. San Mateo County Polling Updates
 - b. Presentations From Transit Agencies Seeking Senate Bill 63 Funding Regarding Their Fiscal Conditions
 - c. Term Sheet Proposal on Caltrain Member Agencies Contributions - Discussion and Direction
 - d. Senate Bill 63 Opt In Decision - Discussion
- 11.d.5. Adjourn

Note:

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

**San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California
Legislative Committee Meeting / Committee of the Whole
DRAFT Minutes of June 4, 2025**

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

Other Board Members Present Constituting Committee of the Whole: D. Canepa, M. Chuang, B. Esser, M. Fraser, R. Medina

Other Board Members Absent: J. Gee

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

9.c.1. Call to Order

Committee Chair Powell called the meeting to order at 4:01 pm.

9.c.2. Approval of Minutes of the Legislative Committee Meeting of May 7, 2025

Motion/Second: Medina/Esser

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

Noes: None

Absent: Gee

9.c.3. Receive Legislative Update and Approve Legislative Proposal: Senate Bill 239 (Arreguín), Assembly Bill 259 (Rubio), and Assembly Bill 810 (Irwin)

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

Federal

- May 22 Budget Bill reconciliation package passed House of Representatives and moves to Senate; cut taxes, increase military spending; cuts to Medicaid, Department of Health, Center for Disease Control, Department of Education
- Individual appropriation spending bills mark up period with goal to get through all 12 by end of July

State:

- Governor's May revise was released; \$12 billion deficit in 2025-2026
- Spending reductions, delays in funding shifts, withdrawal of state rainy day fund
- \$1.5 billion funding for California Department of Forestry and Fire Protection (CAL FIRE); up to \$700 million in cuts to public transit funding in 2025-2026 and additional cuts in future years
- Programs historically relied upon under consideration to be cut
- Low Carbon Transit Operations Program (LCTOP) cuts lead to District losing \$2.5 million and Peninsula Corridor Joint Powers Board (JPB) losing \$13 million
- \$2 billion funding request for transportation has been pushed, not in Governor's May revise

- Increase in funding for California High Speed Rail and more discussion to advocate for potential additional funds
- Assembly Bill (AB) 810, conversion to .gov, no longer an active bill; withdraw recommendation on a position
- Senate Bill (SB) 239, teleconference for advisory bodies to utilize remote participation without posting home address or making space available to the public, does not require a quorum
- AB 259 extension of sunset for AB 2449 to January 1, 2030

Motion to approve support of SB 239 and AB 259 with no action taken for AB 810
/Second: Chuang/Essex

Ayes: Canepa, Essex, Fraser, Medina, Powell, Ratto, Speier, Chuang

Noes: None

Absent: Gee

Public Comment

Allison Chang, San Carlos, spoke in support of SB 63.

Dr. Raiyan Seed commented on public transit systems in Bay Area and spoke in support of SB 63.

Ms. Epstein, Director continued the presentation with regional transit updates which included the following:

- SB 63 timeline: June 9 to July 18 heard in policy committees with August 11 deadline to opt in
- Key decisions for San Mateo County (SMC) to opt-in or not and to fund one or more transit agencies or programs and the funding level
- District is partner in Caltrain and have an obligation to fund Caltrain
- Ballot measure options for new regional measure and Measure A; funding levels for Caltrain obligation, SMC Bay Area Rapid Transit (BART) contribution, Transit Transformation, San Francisco Municipal Transportation Agency (SFMTA), and SamTrans
- SB 63 would raise some cities' tax rates to over 10 percent
- Current polling on transportation support, sales tax sensitivity, local versus regional decision making
- Third party review of BART, Caltrain, San Francisco Municipal Railway (Muni), Alameda-Contra Costa Transit District (AC Transit), and Golden Gate Transit (GGT) study results:
 - Labor drives expenses for all agencies
 - Annual shortfalls and cumulative deficits for BART, Caltrain, AC Transit, GGT, and SFMTA
 - Wage and labor levels steady; increased expenses; decrease in ridership levels; and decrease in state and federal funding

- Governance under discussion defining taxing “district”, tax implementation, funding allocation, and oversight
- Municipal Transportation Commission (MTC) Transit Transformation and Administration proposal to lead program and how to spend funds
- Accountability measure for independent third-party review, operators develop and report on improvement implementation plan, select committee establishment who review and approve the third-party review, and funds withholding for failure to comply with Regional Network Management (RNM) requirements
- Accountability does not include clear consequences for failure to comply or guarantee representatives from counties providing funding on select committee

Director Fraser left the meeting at 4:34 pm.

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

- Changes from sales tax to gross receipt discussion; gross receipt tax was not polled as not previously considered
- Sales tax or gross receipt tax do not pass the 2/3 threshold and will need a Citizens’ Initiative
- Citizens’ Initiative cannot exceed taxing authority; exceeding taxing authority will need an enabling legislation by the San Mateo County Transportation Authority (SMCTA) Advocate funding to go back to operators rather than through proposed taxing district
- Funding through reauthorization of Measure A as another option for San Mateo, but would likely decrease the amount of available for capital projects
- Caltrain electrification investment and meeting funding obligations
- San Francisco International Airport (SFO) tax receipt contribution to San Mateo County
- Transit operators requirement to increase ridership, fare box, and funding
- BART service in San Mateo County (SMC), ridership patterns, SamTrans vehicle miles travelled (VMT) in San Francisco County, and Muni VMT in SMC
- Regional funding only available for SMC if SMC participates and funding is available for both Caltrain and BART
- Santa Clara County actively looking to participate in the measure for Caltrain and Santa Clara Valley Transportation Authority (VTA) funding
- Contribution by each county for BART; set amount or adjusted based on factors is up for negotiations; guarantees in exchange for additional funds, such as board seats or service levels, will be included in the amendment
- Concerns on accountability, ridership improvements, servicing communities

Director Speier left the meeting at 5:15 pm.

Public Comment

Adina Levin, Seamless Bay Area, commented on BART and Caltrain service in SMC, coordinated public transit system, Transit Transformation, wayfinding, and spoke in support for a regional funding measure.

Aleta Dupree, Team Folds, commented on BART service; riders in, out, and within SMC; and consideration of connections between SamTrans and other public transit agencies.

9.c.4. Adjourn – The meeting adjourned at 5:19 pm.

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

**San Mateo County Transit District
Staff Report**

To: Legislative Committee

Through: April Chan, General Manager/CEO

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

Subject: **Receive Legislative Update and Approve Legislative Proposal:
Assembly Bill 476 (González)**

Action

Staff proposes the Committee:

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

Significance

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

Prepared By: Ana Vasudeo

Government and Community
Affairs Manager

650-730-9917



June 16, 2025

TO: Board of Directors
San Mateo County Transit District

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

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

General Update

The Legislature's fiscal committees met on May 23 for their suspense file hearings. As part of these marathon hearings, the committees acted on 1,098 bills, holding 32% of them in committee. Bills that advanced to the Assembly or Senate Floor had until June 6 to pass to their second house to meet the "House of Origin" deadline. The Legislature will break for summer recess on July 18 and will return to Sacramento on August 18. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar available [here](#).

State Budget Agreement

Governor Newsom released his "May Revise" to the Proposed Fiscal Year (FY) 2025-26 budget on May 14. In order to address an estimated \$12 *billion* budget shortfall, the Governor proposed a variety of spending reductions, delays, fund shifts, and withdrawals from the State's rainy-day fund. Critically, this included proposed reductions to the formula-based Transit Intercity Rail and Capital Program (TIRCP) for Fiscal Year 2025-26, as established by the Budget Act of 2023 (AB 102 / SB 125), from \$1 billion to \$812 million.

At the same time, the Governor announced his plan to reauthorize California's Cap-and-Trade program, now renamed *Cap-and-Invest*. This program provides billions of dollars annually to the Greenhouse Gas Reduction Fund (GGRF) and funds a variety of transit programs:

- Transit Intercity Rail and Capital Program (TIRCP)
- The Low Carbon Transit Operations Program (LCTOP)
- for the Zero-Emission Transit Capital Program (ZETCP)

The Governor proposed to extend the program to 2045 to provide greater market certainty and align with California's existing 2045 carbon-neutrality goal, but also proposed to eliminate *all* current GGRF expenditures and programs starting in FY 2025-26, save for two: a guaranteed \$1 billion annually for High Speed Rail, and \$1.5 billion annually (rising eventually to \$1.9 billion) for CAL FIRE, an agency traditionally funded through the State's General Fund. All other programs would be subject to re-negotiation.

In other words, his "plan" could eliminate future continuous appropriations to LCTOP and TIRCP, as well as eliminate \$188 million in FY 2025-26 funding for the formula-based TIRCP (as described above) and \$700 million in out-year funding for the ZETCP committed in FYs 2026-27 through 2027-28. Continuous

appropriations to the transit / housing Affordable Housing Sustainable Communities (AHSC) program would also be eliminated. In public forums, the Administration stated its intent to continue to fund transit, but with \$2.5 billion already spoken for, any funding would be at significantly lower levels. To add more bad news, instead of the Governor's proposal reassuring the market, as intended, the quarterly Cap-and-Trade auction held on May 21 was the worst performing iteration since 2021. The sale generated just \$595 million, *half* of the May auction from 2024. All of which is to say that unless the market bounces back the Governor's plan could significantly overextend the state's funding commitments from the GGRF, beginning this coming fiscal year.

In response, the California Transit Association mobilized its members, including SamTrans, and other allied stakeholders to defend transit investments and [advocate](#) for a Cap-and-Invest plan that honors all existing current commitments from the GGRF and at least maintains – if not increases – the level of funding to transit agencies.

So far, the advocacy has paid off. On June 9, the Senate President pro Tempore Mike McGuire (D-North Bay) and Assembly Speaker Robert Rivas (D-Salinas) announced that their two houses had reached an agreement on the FY 2025-26 state budget to serve as the Legislature's starting point for negotiations with Governor Newsom, as the three parties work to reach agreement on a final budget by the start of the fiscal year on July 1. The Legislature will continue its negotiations with Governor Newsom and will at some point introduce a "Budget Bill Jr." to adjust the budget to reflect its final agreement with the Governor.

The two-party agreement brings good news for California transit agencies, as it would reject the Governor's proposed cuts to Senate Bill 125's formula TIRCP and ZETCP as well as to TIRCP Cycle 6, restoring \$1.078 billion in GGRF for these programs. It also reduces the proposed \$1.5 billion annual commitment from the GGRF to CAL FIRE to \$500 million in FY 2025-26 and \$500 million in FY 2026-27.

Additionally, the two-party agreement would:

- Provide a \$750 million emergency loan capacity to select Bay Area transit agencies (AC Transit, BART, Caltrain, and SF Muni) "as they work through fiscal challenges until local revenues stabilize." This loan is proposed to be included in the budget in lieu of the \$2 billion ask for new transit monies championed by Senator Jesse Arreguín (D-Berkeley) and Assemblymember Mark González (D-Los Angeles) and supported by many transit stakeholders, including the California Transit Association. The budget summary notes that this loan will be available over two years and will only be made available if the agencies can demonstrate an ability to repay them. Specific terms of the loans will be finalized in budget trailer bill language.
- Provide \$132.2 million from the Air Pollution Control Fund for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project from a recent legal settlement with Hino Motors.

Lastly, the two-party agreement defers for now a decision on extending the Cap-and-Trade program and takes no additional action on Greenhouse Gas Reduction Fund expenditures, including for continuous TIRCP and LCTOP. Such language and additional action is expected in the months ahead, following further negotiations between the Governor and Legislature on reauthorization of the program and GGRF expenditures. SamTrans and its state advocates will continue to advocate for continued, dedicated transit funding in any eventual GGRF agreement.

Bills with Recommended Action

AB 476 (M. González) Metal Theft – RECOMMEND SUPPORT

Co-sponsored by the City of San Jose, the League of California Cities, and the Los Angeles Cleantech Incubator (LACI) this bill seeks to combat the theft of copper wire – an increasing problem affecting infrastructure, construction, and transit projects. The bill would require junk dealers and recyclers to collect more detailed transaction records and provide access to these records to law enforcement. The bill also requires that people selling copper obtain a state license and increases the fine for junk dealers or recyclers who fail to follow the law. The Bill is supported by Caltrain as well given the significant impact of metal theft on the agency.

Bills of Interest

AB 1250 (Papan) Paratransit Operators: Recertification of Eligibility

This bill was amended on April 10 to prohibit transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility for the services. At the request of the author, the California Transit Association (of which SamTrans is a member) continues to work on proposed amendments to the bill.

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 23 DeMaio R The Cost of Living Reduction Act of 2025.	This bill is in the Assembly Utilities & Energy Committee.	Existing law vests the Public Utilities Commission (PUC) with regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill, the Cost of Living Reduction Act of 2025, would require the Energy Commission and the PUC to post, and update monthly, dashboards on their internet websites that include the difference in average gasoline prices and the average total price of electricity or natural gas in California compared to national averages, and any California-specific taxes, fees, regulations, and policies that directly or indirectly contribute to higher gasoline and electricity or natural gas prices within the state, as specified. The bill would require the Energy Commission and the PUC, on or before July 1, 2026, to each submit a report to the Legislature on the governmental and nongovernmental drivers of California's higher gasoline prices and higher electricity and natural gas prices, and recommendations for policy changes to reduce the costs associated with those drivers, as specified. If the average price of gasoline in California exceeds 10% of the national average in the preceding quarter, the bill would require all taxes and fees on gasoline, as specified, to be suspended for a period of 6 months, and, if the average price of electricity or natural gas in California exceeds 10% of the national average in the preceding quarter, the bill would require the PUC to suspend the collection of all fees, as specified, charged on electricity and natural gas bills for a period of 6 months. This bill contains other related provisions and other existing laws.	Watch
AB 33 Aguiar-Curry D Autonomous vehicles.	This bill is in the Senate Transportation Committee.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. 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 operator on any highway within the State of California. The bill would declare that a violation of this prohibition is not an infraction and is instead punishable by a civil fine not to exceed \$25,000 for each instance of the violation. The bill would make certain findings and declarations related to these provisions. This bill contains other related provisions.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill is in the Senate Energy, Utilities, and Communications Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations and gas corporations. The Public Advocate's Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Watch
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. 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.	Support June 2025

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 334 Petrie-Norris D Operators of toll facilities: interoperability programs: vehicle information.	This bill is in the Senate Transportation Committee.	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 operators of toll facilities on federal-aid highways engaged in an interstate interoperability program to provide only the information regarding a vehicle's use of the toll facility that is license plate data, transponder data, or transaction data and that is required to implement interstate interoperability.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

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

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	Pending referral to policy committee in the Senate.	Existing law that governs the labor relations of public employees and employers, including, among others, the Meyers-Milias-Brown Act, the Ralph C. Dills Act, provisions relating to public schools, and provisions relating to higher education, prohibits employers from taking certain actions relating to employee organization, including imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with, restraining, or coercing employees because of their exercise of their guaranteed rights. Those provisions of existing law further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would prohibit a public employer from questioning a public employee, a representative of a recognized employee organization, or an exclusive representative regarding communications made in confidence between an employee and an employee representative in connection with representation relating to any matter within the scope of the recognized employee organization's representation. The bill would also prohibit a public employer from compelling a public employee, a representative of a recognized employee organization, or an exclusive representative to disclose those confidential communications to a third party. The bill would not apply to a criminal investigation or when a public safety officer is under investigation and certain circumstances exist.	Watch
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill is in the Senate Judiciary Committee.	The California Public Records Act requires state and local agencies to make their records available for public inspection, except as specified. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, and defines "unusual circumstances" to include, among other things, the need to search for, collect, and appropriately examine records during a state of emergency when the state of emergency currently affects the agency's ability to timely respond to requests due to staffing shortages or closure of facilities, as provided. This bill would also expand the definition of unusual circumstances to include the inability of the agency, because of a cyberattack, to access its electronic servers or systems in order to search for and obtain a record that the agency believes is responsive to a request and is maintained on the servers or systems in an electronic format. Under the bill, the extension would apply only until the agency regains its ability to access its electronic servers or systems and search for and obtain electronic records that may be responsive to a request. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

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

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 467 Fong D Open meetings: teleconferences: neighborhood councils.	This bill is in the Senate Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. 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.	Watch
AB 476 González, Mark D Metal theft.	Pending referral to policy committee in the Senate.	Existing law governs the business of buying, selling, and dealing in secondhand and used machinery and all ferrous and nonferrous scrap metals and alloys, also known as “junk.” Existing law requires junk dealers and recyclers to keep a written record of all sales and purchases made in the course of their business, including the place and date of each sale or purchase of junk and a description of the item or items, as specified. Existing law requires the written record to include a statement indicating either that the seller of the junk is the owner of it, or the name of the person they obtained the junk from, as shown on a signed transfer document. Existing law prohibits a junk dealer or recycler from providing payment for nonferrous materials until the junk dealer or recycler obtains a copy of a valid driver’s license of the seller or other specified identification. Existing law requires a junk dealer or recycler to preserve the written record for at least 2 years. Existing law makes a violation of the recordkeeping requirements a misdemeanor. This bill would require junk dealers and recyclers to include additional information in the written record, including the time and amount paid for each sale or purchase of junk made, and the name of the employee handling the transaction. The bill would revise the type of information required to be included in the description of the item or items of junk purchased or sold, as specified. The bill would require the statement referenced above indicating ownership or the name of the person from whom the seller obtained the junk from to be signed and would require the statement to include specified information, including the legal name, date of birth, and place of residence of the seller. The bill would prohibit a junk dealer or recycler from purchasing nonferrous metals from a person under 18 years of age. This bill contains other related provisions and other existing laws.	Recommend Support

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Bill ID/Topic	Location	Summary	Position
AB 939 Schultz D The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This bill is in the Assembly Transportation Committee.	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of bonds in the amount of \$19,925,000,000 pursuant to the State General Obligation Bond Law for specified purposes, including high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, schoolbus retrofit and replacement purposes, state transportation improvement program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state highway safety and rehabilitation projects, local street and road improvement, congestion relief, and traffic safety. This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Watch
AB 996 Pellerin D Public Resources: sea level rise plans.	This bill is in the Senate Natural Resources & Water Committee.	Existing law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan. The bill would provide that local governments are encouraged, on or before January 1, 2029, to consult with the California Coastal Commission, in a voluntary early consultation, regarding sea level rise plans in the preparation of a local coastal program or an amendment to a local coastal program.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1058 Gonzalez, Jeff R Motor Vehicle Fuel Tax Law: suspension of tax.	This bill is in the Assembly Transportation Committee.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing unfair competition laws establish a statutory cause of action for unfair competition, including any unlawful, unfair, or fraudulent business act or practice and unfair, deceptive, untrue, or misleading advertising and acts prohibited by false advertisement laws. This bill would suspend the imposition of the tax on motor vehicle fuels for one year. The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. This bill would also direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	Pending referral to policy committee in the Senate.	<p>Existing law, the California Public Employees' Pension Reform Act of 2013, requires a public employee who is convicted of any state or federal felony for conduct arising out of, or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to forfeit all accrued rights and benefits in any public retirement system from the earliest date of the commission of the felony to the date of conviction, and prohibits the public employee from accruing further benefits in that public retirement system. Existing law defines "public employee" for purposes of these provisions to mean an officer, including one who is elected or appointed, or an employee of a public employer. Existing law also requires an elected public officer, who takes public office, or is reelected to public office, on or after January 1, 2006, and who is convicted during or after holding office of any felony involving accepting or giving, or offering to give, any bribe, the embezzlement of public money, extortion or theft of public money, perjury, or conspiracy to commit any of those crimes arising directly out of their official duties as an elected public officer, to forfeit all rights and benefits under, and membership in, any public retirement system in which they are a member, effective on the date of final conviction, as provided. This bill would require a public employer that is investigating a public employee for misconduct arising out of or in the performance of, the public employee's official duties in pursuit of the office or appointment, or in connection with obtaining salary, disability retirement, service retirement, or other benefits, to continue the investigation even if the public employee retires while under investigation, if the investigation indicates that the public employee may have committed a crime. The bill would require a public employer, if the investigation indicates that the public employee may have committed a crime, to refer the matter to the appropriate law enforcement agency, and would then authorize the public employer to close the investigation. Under the bill, if a felony conviction results arising out of any conduct described above, the public employee would forfeit all accrued rights and benefits in any public retirement system pursuant to the provisions governing forfeiture described above. This bill contains other related provisions and other existing laws.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1207 Irwin D Climate change: market-based compliance mechanism: price ceiling.	This bill is in the Senate Environmental Quality Committee.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases and requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act, until January 1, 2031, authorizes the state board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law requires the state board, in adopting the regulation to, among other things, establish a price ceiling for emission allowances sold by the state board. Existing law requires the state board, in establishing the price ceiling, to consider specified factors, including the full social cost associated with emitting a metric ton of greenhouse gases. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1243 Addis D Polluters Pay Climate Superfund Act of 2025.	This bill is in the Assembly Judiciary Committee.	The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. Existing law establishes the Greenhouse Gas Reduction Fund and requires all moneys, except for fines and penalties, collected by the state board from the auction or sales of allowances as a part of a market-based compliance mechanism to be deposited into the fund and requires the Legislature to appropriate moneys in the fund for the purpose of reducing greenhouse gas emissions in the state, as provided. Existing law, the California Climate Crisis Act, declares that it is the policy of the state both to achieve net-zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net-negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85% below the 1990 levels. This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1250 Papan D Transit operators: paratransit: recertification of eligibility.	This bill is in the Senate Transportation Committee.	Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4 percent sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Existing law requires a transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. This bill would prohibit, on and after January 1, 2027, those transit operators from requiring a person who receives, or is eligible to receive, paratransit services based on a disability or medical condition, and whose condition cannot reasonably be expected to improve, to recertify their eligibility, unless the person has a temporary eligibility or there is a review to broaden the person's eligibility, as specified. The bill would require a temporary eligibility to be valid for 180 days or until the date indicated by the person's medical professional, as specified. The bill would prohibit renewal of temporary eligibility more than 6 consecutive times. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	Watch
AB 1268 Macedo R Motor Vehicle Fuel Tax Law: adjustment suspension.	This bill is in the Assembly Transportation Committee.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This bill is in the Senate Judiciary 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 1340 Wicks D Transportation network company drivers: labor relations.	Pending referral to policy committee in the Senate.	Existing law declares the public policy of the state regarding labor organization, including, among other things, that it is necessary for a worker to have full freedom of association, self-organization, and designation of representatives of their own choosing, to negotiate the terms and conditions of their employment, and to be free from the interference, restraint, or coercion of employers of labor, or their agents, in the designation of such representatives or in self-organization or in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. Existing law, the Protect App-Based Drivers and Services Act, added by Proposition 22, as approved by the voters at the November 3, 2020, statewide general election (the initiative), categorizes app-based drivers for network companies, as defined, as independent contractors if certain conditions are met. Existing law requires, among other things, that the network company provide a health care subsidy to qualifying app-based drivers, provide a minimum level of compensation for app-based drivers, and not restrict app-based drivers from working in any other lawful occupation or business. Existing case law holds that specified provisions of the initiative are invalid on separation of powers grounds; however, the court severed the unconstitutional provisions, allowing the rest of the initiative to remain in effect. This bill, the Transportation Network Company Drivers Labor Relations Act, would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations of their own choosing to engage in other concerted activities for the purpose of collective bargaining or other mutual aid or protection. The bill would provide that TNC drivers also have the right to refuse to join or participate in the activities of TNC driver organizations. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1410 Garcia D Public utilities: service outages and updates: alerts.	This bill is in the Senate Energy, Utilities, and Communications Committee.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities. If the commission finds after a hearing that the rules, practices, equipment, appliances, facilities, or service of any public utility, or the methods of manufacture, distribution, transmission, storage, or supply employed by the public utility, are unjust, unreasonable, unsafe, improper, inadequate, or insufficient, the Public Utilities Act requires the commission to determine and, by order or rule, fix the rules, practices, equipment, appliances, facilities, service, or methods to be observed, furnished, constructed, enforced, or employed. This bill would require each public utility to automatically enroll customers in alerts for service outages and updates. The bill would require customers to be provided with the opportunity to opt-out of any alerts they do not wish to receive, except as provided. The bill would require each public utility to provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information by email or telephone. This bill contains other related provisions and other existing laws.	Watch
SB 30 Cortese D Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill is in the Assembly Transportation Committee.	Existing law provides 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 prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 63 Wiener D San Francisco Bay area: local revenue measure: transportation funding.	This bill is in the Assembly Transportation Committee.	(1)Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvned directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.	Watch
SB 71 Wiener D California Environmental Quality Act: exemptions: environmental leadership transit projects.	This bill is in the Assembly Natural Resources Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support March 2025

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Bill ID/Topic	Location	Summary	Position
SB 79 Wiener D Housing development: transit-oriented development: California Environmental Quality Act: public transit agency land.	This bill is at the Assembly Desk.	<p>Existing law, 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 specified land outside its boundaries, that contains certain mandatory elements, including a land use element and a housing element. Existing law requires that the land use element designate the proposed general distribution and general location and extent of the uses of the land, as specified. Existing law requires that the housing element consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing, as specified. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints that are relevant to the meeting of these needs, including an inventory of land suitable for residential development, as provided. Existing law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified, and requires the appropriate council of local governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would require that a housing development project, as defined, proposed within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. The bill would establish requirements concerning height limits, density, and floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions shall be deemed consistent, compliant, and in conformity with prescribed requirements, as specified. The bill would provide that a local government that denies a project meeting the requirements of these provisions located in a high-resource area, as defined, would be presumed in violation of the Housing Accountability Act, as specified, and immediately liable for penalties, as provided. The bill would specify that a development proposed pursuant to these provisions is eligible for streamlined, ministerial approval pursuant to specified law, except that the bill would exempt a project under these provisions from specified requirements, and would specify that the project is required to comply with certain affordability requirements, under that law. This bill contains other related provisions and other existing laws.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
SB 101 Wiener D Budget Act of 2025.	This bill is on the Governor's Desk.	This bill would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill is in the Assembly Local Government Committee.	The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. The act also sets forth specific public contracting requirements for certain transit districts, including the San Mateo County Transit District for construction work contracts. The act authorizes certain local agencies, including school districts and community college districts, to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the San Mateo County Transit District to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various procedures and requirements for the use of job order contracting under the pilot program. The bill would require the district, on or before January 1, 2030, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. The pilot program would be repealed on January 1, 2032. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Mateo County Transit District.	Sponsor February 2025
SB 419 Caballero D Hydrogen fuel.	This bill is in the Assembly Revenue & Taxation Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2026, provide an exemption from the taxes imposed by the Sales and Use Tax Law for the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, hydrogen fuel, as defined. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 445 Wiener D Transportation: planning: complete streets facilities: sustainable transportation projects.	This bill is at the Assembly Desk.	Existing law requires the Department of Transportation to improve and maintain the state's highways. Existing law authorizes the department to issue encroachment permits and requires the department to either approve or deny an application from an applicant for an encroachment permit within 60 days of receiving a completed application, as provided. Existing law also requires the department, on or before January 1, 2027, to develop and adopt a project intake, evaluation, and encroachment permit review process for complete streets facilities that are sponsored by a local jurisdiction or a transit agency. This bill would instead require the department to develop and adopt the above-described project intake, evaluation, and encroachment review process on or before February 1, 2027. The bill would also state the intent of the Legislature to amend this bill with legislation that accelerates and makes more reliable third-party permits and approvals for preconstruction and construction activities on sustainable transportation projects.	Watch
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill is in the Assembly Transportation Committee.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley that meets the goals and objectives of the community, as specified. Existing law requires the authority's governing board to be composed of 15 representatives. The bill would replace the Mountain House Community Services District with the City of Mountain House on the authority's governing board. This bill contains other related provisions and other existing laws.	Watch
SB 578 Smallwood- Cuevas D California Workplace Outreach Program.	This bill is in the Assembly Labor & Employment Committee.	Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of wage earners, to improve their working conditions, and to advance their opportunities for profitable employment. This bill would, until January 1, 2031, require the department, upon appropriation of funds for this purpose, to establish and maintain the California Workplace Outreach Program to promote awareness of, and compliance with, workplace protections that affect workers. The bill would require the department to issue a competitive request for application to qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill contains other related provisions.	Watch
SB 642 Limón D Employment: payment of wages.	This bill is in the Assembly Labor & Employment Committee.	Existing law imposes varying requirements upon employers to share the pay scale for a position with an applicant or in a job posting, as provided. Existing law defines "pay scale" as the salary or hourly wage range that the employer reasonably expects to pay for the position. This bill would revise the definition of "pay scale" to mean an estimate of this expected wage range that an employer reasonably expects to pay for the position upon hire and is made in good faith.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is in the Assembly Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. This bill would, until January 1, 2030, require an eligible legislative body, as defined, to comply with additional meeting requirements, including that, except as specified, all open and public meetings include an opportunity for members of the public to attend via a 2-way telephonic service or a 2-way audiovisual platform, as defined, and that the eligible legislative body take specified actions to encourage residents to participate in public meetings, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 714 Archuleta D Zero-emission vehicles: workforce development: Clean Energy Workforce Training Council.	Pending referral to policy committee.	Existing law, upon appropriation by the Legislature, establishes the position of Deputy Secretary for Climate within the Labor and Workforce Development Agency, to be appointed by the Governor and subject to confirmation by the Senate, for the purpose of assisting in the oversight of California's workforce transition to a sustainable and equitable carbon-neutral economy. Existing law requires the deputy secretary to perform specified duties, including creating or coordinating programs with other state agencies to retrain and upskill workers for, among other jobs, clean energy jobs, as specified. This bill would state the intent of the Legislature to enact legislation that would establish a zero-emission vehicle workforce development pilot project and a Clean Energy Workforce Training Council, as provided.	Watch
SB 735 Committee on Local Government Validations.	This bill is in the Assembly Local Government Committee.	This bill would enact the First Validating Act of 2025, which would validate the organization, boundaries, acts, proceedings, and bonds of the state and counties, cities, and specified districts, agencies, and entities. This bill contains other related provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 741 Blakespear D Coastal resources: coastal development permit: exemption: Los Angeles-San Diego-San Luis Obispo Rail Corridor.	This bill is in the Assembly Natural Resources Committee.	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.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 35 Alvarez D California Environmental Quality Act: clean hydrogen transportation projects.	This is a two-year bill.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete. By imposing new duties on a lead agency, this bill would create a state-mandated local program. The bill would repeal these provisions on January 1, 2036. This bill contains other related provisions and other existing laws.	Watch
AB 99 Ta R Electrical corporations: rates.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would prohibit an electrical corporation from proposing a rate increase above the rate of inflation, as defined, as a systemwide average for any general rate case cycle, except the bill would expressly authorize the commission to approve a rate increase above the rate of inflation if the commission determines that the costs underlying the rate increase are directly related to safety enhancements and modernization or to higher commodity or fuel costs. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 541 DeMaio R California Public Records Act Ombudsperson.	This is a two-year bill.	Existing law, the California Public Records Act, requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would, until January 1, 2029, and subject to appropriation, establish the Office of the California Public Records Act Ombudsperson. The bill would require the Governor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would require the ombudsperson to create a process through which a person whose information is contained in a record being reviewed may intervene to assert their privacy and confidentiality rights, and would otherwise require the ombudsperson to maintain the privacy and confidentiality of records, as provided. The bill would require the ombudsperson to report to the Legislature, on or before March 31, 2027, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year.	Watch Watch
AB 778 Chen R Local Agency Public Construction Act: internet website posting.	This is a two-year bill.	Existing law, the Local Agency Public Construction Act, sets forth the requirements for the payment of construction projects by local agencies. Existing law, the State Contract Act, imposes specified requirements on state agencies regarding payment of construction contracts, including requiring, within 10 days of making a construction contract payment, a state agency that maintains an internet website to post on its internet website the project for which the payment was made, the name of the construction contractor or company paid, the date the payment was made or the date the state agency transmitted instructions to the Controller or other payer to make the payment, the payment application number or other identifying information, and the amount of the payment. Existing law exempts from these provisions, among other things, construction contracts valued below \$25,000. This bill would require a local agency that maintains an internet website to post on its internet website the information described above. The bill would exempt from these provisions construction contracts valued below \$25,000. The bill would prohibit a local agency that fails to comply with these provisions from withholding any retention proceeds from any remaining payment, as specified. By adding to the duties of local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 810 Irwin D Local government: internet websites and email addresses.	This is a two-year bill.	Existing law requires that a local agency that maintains an internet website for use by the public to ensure that the internet website uses a “.gov” top-level domain or a “.ca.gov” second-level domain no later than January 1, 2029. Existing law requires that a local agency that maintains public email addresses to ensure that each email address provided to its employees uses a “.gov” domain name or a “.ca.gov” domain name no later than January 1, 2029. Existing law defines “local agency” for these purposes as a city, county, or city and county. This bill would recast these provisions by instead requiring a city, county, or city and county to comply with the above-described domain requirements and by deleting the term “local agency” from the above-described provisions. The bill would also require a special district, joint powers authority, or other political subdivision to comply with similar domain requirements no later than January 1, 2031. The bill would allow a community college district or community college to use a “.edu” domain to satisfy these requirements, and would specify that these requirements do not apply to a K–12 public school district. By adding to the duties of local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure projects.	This is a two-year bill.	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts certain projects from its requirements, including actions necessary to prevent or mitigate an emergency. Existing law prohibits an electrical corporation from beginning the construction of a line, plant, or system, or extensions of those facilities without first obtaining from the Public Utilities Commission a certificate that the present or future convenience and necessity require or will require the construction. Existing law specifies that the certificate is not required for the extension, expansion, upgrade, or other modification of existing electrical transmission facilities. This bill would require the commission to determine whether to certify the environmental impact report for an electrical infrastructure project that is a priority project, as defined, no later than 270 days after the commission determines that an application for an electrical infrastructure project is complete, except as specified. The bill would require a project applicant to identify an electrical infrastructure project that is a priority project and the basis for the designation in the application to the commission. The bill would require commission staff to review an application for a priority project no later than 30 days after it is filed and notify the applicant in writing of any deficiencies in the information and data submitted in the application. The bill would require the applicant to correct any deficiencies or notify the commission in writing why it is unable to, to correct those deficiencies, as specified, within 60 days of that notification. The bill would require the commission to deem an application for a priority project complete with a preliminary ruling setting the scope and schedule, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1070 Ward D Transit districts: governing boards: compensation: nonvoting members.	This is a two-year bill.	Existing law provides for the formation of various transit districts and specifies the duties and powers of their governing boards. Existing law authorizes a transit district to compensate a member of the governing board for attending a board meeting and for engaging in other district business, as provided. This bill would prohibit a transit district from compensating a member of the governing board unless the member demonstrates personal use of the transit system, as specified. The bill would require the governing board of a transit district to include 2 nonvoting members and 4 alternate nonvoting members, as specified. The bill would require nonvoting members and alternate nonvoting members to have certain rights and protections, including the right to attend and participate in all public meetings of the governing board, except as specified. The bill would require the chair of the governing board of a transit district to exclude these nonvoting members from meetings discussing, among other things, negotiations with labor organizations. By expanding the duties of transit districts, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1132 Schiavo D Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This is a two-year bill.	Existing law establishes the Department of Transportation to, among other things, plan, design, construct, operate, and maintain the state highway system, as provided. Pursuant to that authority, the department developed 12 district-based Climate Change Vulnerability Assessment reports designed to provide the department with a comprehensive database to help in evaluating, mitigating, and adapting to the effects of increasing extreme weather events on the state transportation system. This bill would require the department, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Watch

San Mateo County Transit District
State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1198 Haney D Public works: prevailing wages.	This is a two-year bill.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2026, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2026. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director.	Watch
AB 1372 Papan D Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	This is a two-year bill.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and subtariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This is a two-year bill.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035. The bill would also make related findings and declaration.	Watch
AB 1472 Hart D California Sea Level Rise State and Regional Support Collaborative.	This is a two-year bill.	Existing law creates within the Ocean Protection Council the California Sea Level Rise State and Regional Support Collaborative to provide state and regional information to the public and support to local, regional, and other state agencies for the identification, assessment, planning, and, where feasible, the mitigation of the adverse environmental, social, and economic effects of sea level rise within the coastal zone, as provided. This bill would make a nonsubstantive change to this provision.	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
SB 239 Arreguín D Open meetings: teleconferencing: subsidiary body.	This is a two-year bill.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction, except as specified. Existing law, until January 1, 2026, authorizes specified neighborhood city councils to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the city council has adopted an authorizing resolution and 2/3 of the neighborhood city council votes to use alternate teleconference provisions, as specified This bill would authorize a subsidiary body, as defined, to use alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require the subsidiary body to post the agenda at each physical meeting location designated by the subsidiary body, as specified. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. This bill contains other related provisions and other existing laws.	Watch

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	This is a two-year bill.	<p>Existing law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. The California Global Warming Solutions Act of 2006 establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. The bill would require the state board to consider a recommendation of the committee at a public meeting no later than 60 days after the recommendation is made.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	This is a two-year bill.	<p>Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit the plan to the Office of Energy Infrastructure Safety for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, and protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint of a potential deenergization event. This bill would require, consistent with the above-described protocols, an electrical corporation to immediately notify, when possible and at the time a decision to conduct a deenergization event is made, public safety partners about the potential public safety impacts of the deenergization event, as specified. The bill would require detailed status information on restoration efforts to be made available to emergency management organizations, public safety officials, customers, and the public, where feasible, with regular progress updates issued at intervals of no more than 12 hours, for all impacted circuits, as specified. The bill would require, in advance of a deenergization event, an electrical corporation to make a reasonable effort to publish and make available weather conditions observed within the affected circuit being considered for deenergization, as provided. Once hazardous conditions subside, the bill would require an electrical corporation to prioritize the restoration of electricity and begin efforts to reenergize lines without unnecessary delays when safe to do so. The bill would make electrical corporations responsible for the continual monitoring and eventual restoration of circuits affected by a deenergization event. The bill would require each electrical corporation to submit an annual report to the Public Utilities Commission that details its compliance with the transparency and restoration requirements of these provisions, as provided. This bill contains other related provisions and other existing laws.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
SB 667 Archuleta D Railroads: safety: wayside detectors: train length: emergency vehicle crossing.	This is a two-year bill.	<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 with maximum spacing specified 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 (1) establish a process for freight train crews to receive alerts from wayside detectors, (2) create standards for freight train inspections to be conducted following the receipt of an alert from a wayside detector, as provided, and (3) adopt rules necessary to implement these provisions. This bill contains other related provisions.</p>	Watch

San Mateo County Transit District State Legislative Matrix 6/16/2025

Bill ID/Topic	Location	Summary	Position
SB 752 Richardson D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	This bill was held on the Senate Appropriations Suspense File.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2026, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2028. This bill contains other related provisions.	Support April 2025

SamTrans Federal Report July 2025

Congressional Update

Rep. Mullin Submits Earmark for SamTrans' Bus Stop Upgrades

- Rep. Mullin (D-CA) submitted a \$2,089,080 community project funding request for the Bus Stop Amenity Improvements Project to the House Appropriations Committee for the FY26 appropriations cycle.
- The funding would be used to support the SamTrans Bus Stop Improvement Plan (BSIP), which would install over 170 new shelters, 75 new bus bulbs or boarding islands, and nearly 200 digital real-time information signs at over 220 bus stops.
- Rep. Mullin's submission of the project is an important first step in the FY26 appropriations process. For the next step, appropriators will need to accept and include the project in their FY26 Transportation-Housing and Urban Development (THUD) bill. The House Appropriations Committee is set to conduct a subcommittee-level markup of the THUD bill on July 7, when the list of accepted projects will be unveiled.

House Appropriations Leadership Sets Summer Schedule for Appropriations Markups

- On May 21, House Appropriations Committee Chair Tom Cole (R-OK) released the committee's schedule to mark up all 12 Fiscal Year (FY) 2026 appropriations bills and advance them to the House floor. Chair Cole has stated that he intends for the House Appropriations Committee to mark-up all 12 bills before the August congressional recess.
- Below is the House Appropriations committee's markup schedule:

Appropriations Bill	Subcommittee Markup	Full Committee Markup
Agriculture-FDA	Thursday, June 5 th	Wednesday, June 11 th
Commerce-Justice-Science	Monday, July 14 th	Thursday, July 17 th
Defense	Tuesday, June 10 th	Friday, June 13 th
Energy and Water	Monday, July 7 th	Thursday, July 10 th
Financial Services and General Government	Monday, June 23 rd	Thursday, June 26 th
Homeland Security	Monday, June 9 th	TBD
Interior-Environment	Monday, June 23 rd	Thursday, June 26 th

Labor, Health and Human Services, and Education	Monday, July 21 st	Thursday, July 24 th
Legislative Branch	Tuesday, June 24 th	Friday, June 27 th
Military Construction-VA	Thursday, June 5 th	Tuesday, June 10 th
Department of State	Tuesday, June 24 th	Friday, June 27 th
Transportation-HUD	Monday, July 7 th	Thursday, July 10 th

House Passes “One Big, Beautiful Bill” Act; Sends Reconciliation Package to Senate

- On May 22, the House passed the “One Big, Beautiful Bill Act” ([H.R. 1](#)), the budget reconciliation measure to enact President Trump’s domestic policy agenda. The House passed the bill by a narrow 215-214 vote.
- The bill includes a permanent extension of many of the tax cuts included in the Tax Cuts and Jobs Act (TCJA) of 2017, including over \$4 trillion in tax cuts, elimination of several Inflation Reduction Act (IRA) clean energy tax credits, and investment in Opportunity Zones.
- The bill also includes substantial cuts and restrictions to the Medicaid program, including new Medicaid work requirements on able-bodied adults and new out-of-pocket costs on low-income Medicaid enrollees.
- Despite being suggested as an initial pay-for, the bill does not remove the tax-exempt status for municipal bonds and thereby preserves the ability for local governments to finance infrastructure at lower costs. The bill also increases the volume of Low-Income Housing Tax Credits (LIHTC) by 12.5 percent and lowers the private activity bond financing required to access the credit to 25 percent through calendar year 2029.
- The bill now heads to the Senate for consideration under budget reconciliation measures. The Senate is able to consider this bill under the “budget reconciliation” process, wherein only a simple majority is required for passage rather than the normal 60-vote majority.

Senate Committees Release Reconciliation Bill Text

- Last week, Senate committees began to release their portions of the reconciliation bill, where they outlined domestic spending cuts and funding increases for border security and immigration enforcement. The Senate Finance Committee released its much-awaited bill text for its tax and safety net portion of the Senate’s reconciliation bill on June 16, which includes changes to the nation’s tax code as well as critical safety net programs. The bill does seek to end the alternative fuel property credit. The bill would raise the federal debt ceiling by \$5 trillion.

- Key divisions remain relating to the scope and inclusion of the State and Local Tax (SALT) deduction cap, energy tax credit elimination/phaseout, and Medicaid cuts. Additionally, each provision in the Senate’s bill will need to undergo the “Byrd Bath,” where the Senate Parliamentarian will scrutinize all aspects of the bill to determine whether they have a budgetary impact and whether portions could be removed or altered to comply with Senate rules.

Administration Update

FY26 DOT Budget Request

- President Trump’s FY26 budget request for the [Department of Transportation \(DOT\)](#) requests a total of \$111.3 billion in funding. This request, combined with \$35.8 billion in advance appropriations from the Bipartisan Infrastructure Law (BIL), results in a \$147.1 billion request to Congress – approximately a 1.6 percent increase compared to FY25.
- The request proposes to rescind almost \$5.7 billion in National Electric Vehicle Infrastructure (NEVI) funding included in BIL – specifically including FY26 funding and unobligated balances from prior years – to build out electric vehicle (EV) charging stations nationwide.
- The request calls for an additional \$770 million for the Infrastructure for Rebuilding America Program (INFRA), in addition to \$1.5 billion in advance appropriations from BIL.
- DOT’s request also includes the following:
 - Federal Highway Administration (FHWA): \$72.6 billion (\$64.1 billion + \$8.2 billion in advance appropriations)
 - Railroad Grade Crossing Improvement Program: \$245 million
 - Bridge Investment Program: \$700 million
 - Federal Transit Administration (FTA): \$21.2 billion (\$16.9 billion + \$4.2 billion in advance appropriations)
 - Transit Infrastructure Grants (formula funding): \$14.6 billion
 - Capital Investment Grants (CIG): \$2.2 billion (when combined with \$1.6 billion from BIL, the total sums to \$3.8 billion)
 - Buses and Bus Facilities: \$1.2 billion (When combined with \$1.1 billion in advanced appropriations, the total sums to \$2.3 billion)
 - \$3.9 billion for State of Good Repair - \$300 million set-aside for Rail Vehicle Replacement Competitive Grant Program