Revised 10/6/2025 at 4:45 pm:

- Item 4.a. Materials added (Pages 7 - 11)
- Item 7.a. Presentation added (Pages 38 - 42)
- Item 10.b. Materials added (Pages 77 - 78)
- Item 10.e. Materials added (Pages 112 - 131)
- Item 11.d. Presentation added (Pages 185 - 198)
- Item 12.c. Materials added (Pages 206 - 207)

BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO

REVISED AGENDA

San Mateo County Transit District

Board of Directors Meeting

October 8, 2025, 2:00 pm

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

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.

Public Comments: Written public comments may be emailed to publiccomment@samtrans.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.samtrans.com/meetings.

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

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

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

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, October 8, 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. Consent Calendar

4.a.	Approval of Minutes of the Board of Directors Meeting of September 3, 2025	Motion
4.b.	Accept Statement of Revenues and Expenses for the Period Ending August 31, 2025	Motion
4.c.	Awarding a Contract to Southeast Transit Services LLC for In-Plant Vehicle Inspection and Audit Services for a Total Not-To-Exceed Amount of $432,350 for a Three-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $375,736	Resolution
4.d.	Authorizing an Amendment to a Contract with Battalion One Fire Protection, Inc. to Provide Testing, Inspection, Certification and Maintenance of Building Fire Protection Systems to Increase the Total Not-to-Exceed Amount by $100,000	Resolution
4.e.	Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of $3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $1.25 Million	Resolution

5. 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.

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

6. Report of the Chair

6.a.	Proclamation Honoring Filipino American History Month	Motion
6.b.	Proclamation Declaring October as Cybersecurity Awareness Month	Motion
6.c.	Report of the Chair	Informational
6.d.	American Public Transportation Association (APTA) TRANSform Conference Report	Informational

7. Report of the General Manager/CEO

7.a.	Report of the General Manager/CEO | October 1, 2025	Informational
7.b.	Monthly Headquarters Construction Status Update	Informational

8. Recess to Committee Meetings

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

9.a.	Call to Order	
9.b.	Approval of Minutes of the Community Relations Committee Meeting of September 3, 2025	Motion
9.c.	Accessible Services Update	Informational
9.d.	Citizens Advisory Committee Update	Informational
9.e.	Paratransit Advisory Council Update	Informational
9.f.	Monthly State of Service Report | August 2025	Informational
9.g.	Adjourn	

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

10.a.	Call to Order	
10.b.	Approval of Minutes of the Finance Committee Meeting of September 3, 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.

10.c.	Awarding a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of $73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of $71,804,748	Motion
10.d.	Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of $1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of $365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board	Motion
10.e.	Classification and Compensation Study Results	Informational
10.f.	Adjourn	

11. Legislative Committee / Committee of the Whole

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

11.a.	Call to Order	
11.b.	Approval of Minutes of the Legislative Committee Meeting of September 3, 2025	Motion
11.c.	Receive Legislative Update	Informational
11.d.	Receive Senate Bill 63 Update	Informational
11.e.	Adjourn	

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

R. Medina (Chair), M. Chuang, P. Ratto

12.a.	Call to Order	
12.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of September 3, 2025	Motion
12.c.	Adopting the Passenger Suspension Policy	Motion
12.d.	SamTrans Safety Program Update - Reducing Preventable Accidents	Informational
12.e.	Adjourn	

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

13. Reconvene Board of Directors Meeting

14. Matters for Board Consideration: Finance Committee

    14.a. Awarding a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of $73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of $71,804,748 — Resolution

    14.b. Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of $1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of $365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board — Resolution

15. Matters for Board Consideration: Strategic Planning, Development, and Sustainability Committee

    15.a. Adopting the Passenger Suspension Policy — Resolution

16. Communications to the Board of Directors

17. Board Members Requests

18. Date / Time of Next Regular Meeting: Wednesday, November 5, 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.

19. Report of the General Counsel

    19.a. Closed Session Pursuant to Government Code section 54957(a): Threat to Public Services/Facilities – Consultation with Mehul Kumar, Chief Information and Technology Officer and Steve Thomas, Director for Infrastructure and Cybersecurity

    19.b. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee Performance Evaluation Title: General Manager/Chief Executive Officer

    19.c. Closed Session Pursuant to Government Code section 54957(b)(1): Public Employee Performance Evaluation Title: General Counsel

20. Adjourn

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

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. Written public comments may be emailed to publiccomment@samtrans.com or mailed to 1250 San Carlos Avenue, San Carlos, CA 94070, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.samtrans.com/meetings.

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.

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

San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California

Board of Directors
DRAFT Minutes of September 3, 2025

Members Present: D. Canepa, B. Esser, M. Fraser, R. Medina, J. Powell, P. Ratto, J. Speier (arrived at 2:06 pm), M. Chuang (Vice Chair), J. Gee (Chair)

Members Absent: None

Staff Present: E. Beach, J. Cassman, A. Chan, K. Christopherson, T. Dubost, J. Epstein, T. Huckaby, L. Lumina-Hsu, J. Mello, D. Olmeda, J. Steketee, D. Santoro, A. To, M. Tseng, K. Yin

1. **Call to Order / Pledge of Allegiance**
   Chair Jeff Gee called the meeting to order at 2:00 pm. Director Medina led the Pledge of Allegiance.

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

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

4. **Consent Calendar**
   - **4.a. Approval of Minutes of the Board of Directors Meeting of August 6, 2025**
   - **4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2025**
   - **4.c. Accept Quarterly Fuel Hedge Update for Fiscal Year 2025 Quarter 4**

   Motion/Second: Ratto/Medina
   Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee
   Noes: None
   Absent: Speier

5. **Public Comment for Items Not on the Agenda**
   Aleta Dupree, Team Folds, commented on battery electric buses, Clipper open payment system, and reduce fares for riders.

Director Speier joined the meeting at 2:06 pm.

6. Report of the Chair

6.a. Proclamation Honoring Transit Month

Tasha Bartholomew, Director, Communications, provided the presentation that included Rider Appreciation Day (September 15, 2025), Ride Like a Leader campaign, and the Meet the Bus Event with students in East Palo Alto.

Motion/Second: Fraser/Esser
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: None

Public Comment

Aleta Dupree, Team Folds, spoke in support of honoring Transit Month and commented on integrated transit systems.

Adina Levin, Seamless Bay Area, spoke in support of honoring Transit Month and commented on Transit Month activities in San Mateo County.

6.b. Proclamation Honoring Hispanic-Latino Heritage Month

Ms. Bartholomew provided the presentation that included the recognition of the heritage and the culture of the Latinx community between September 15 and October 15, 2025.

Motion/Second: Speier/Medina
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: None

6.c. American Public Transportation Association (APTA) Transit Board Member (TBM) / Transit Board Administrator (TBA) Seminars Report

Director Esser reported out what he learned during some of the APTA sessions on the redirection of transit funds, Kansas City's fare-free program, reliance on sales tax for transit funding, impacts on transit with upcoming large sporting events in California, complexity of the make-up of transit Boards, and transit-oriented development (TOD) programs located near transit stations.

Chair Gee reported about the commencement of the annual review for the General Manager and General Counsel.

7. Report of the General Manager/CEO

7.a. Report of the General Manager/CEO | August 27, 2025

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

- Upcoming transit month events with Board participation: Transit Month "Ride like a Leader" campaign, and GM ride-along. Will attend American Public Transportation Association (APTA) TRANSform Conference in Boston along with Vice Chair Chuang
- Reported out the agency's participation in safety exercises to prepare for hydrogen fuel cell bus incidents/accidents with Cities of San Bruno and South San Francisco
- Recognition of Millie Tolleson for being selected as "Forty Under 40 Transit Superstars" in the Industry by Mass Transit Magazine

7.b. Monthly New Headquarters Construction Status Update

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

- Finalization of rough-in mechanical, electrical and plumbing on low floors as well as furniture order and room identification signage
- Initiation of drywall, trim, ceiling grid, and painting on upper floors
- Submission of Day 2 drawings for permit
- Mitigation of tariffs, long lead times, and coordination risks

The Board Members had a robust discussion, and staff provided further clarification in response to the following Board comments and questions regarding moving services being $100,000 under budget.

Public Comment

Aleta Dupree, Team Folds, commented on Transit Month activities, Millbrae headquarters, and hydrogen bus safety drills.

7.c. Millbrae Headquarters Proforma and Leasing Strategies

Mr. Mello and Brian Fitzpatrick, Director, Real Estate and Development, provided the presentation that included the following:

- Proforma development set for a 50-year look-ahead
- Funds set aside for long-term capital replacement
- Strategies for retail space leasing, based on current landlord agreements until SamTrans purchases building

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

- Previous meetings with County and non-profit representatives to explore potential and requirements needed to accommodate childcare services at the new headquarter
- Discussion on potential tenants and retail space zoning – optimization of space through variety of tenants
- Maintenance of a class A type office building
- Quarterly leasing strategy updates to Board as part of new HQ updates

8. Recess to Committee Meetings

The Board meeting recessed to Committee Meetings at 3:13 pm.

13. Reconvene Board of Directors Meeting

Chair Gee reconvened the Board meeting at 5:12 pm.

Jessica Epstein, Director, Government and Community Affairs, provided clarification for questions posed by Legislative Committee regarding the final Santa Clara Valley Transit Authority (VTA) Board decision, opt-in and opt-out conditions, and Cap-and- Invest discussions at different transit agencies.

14. Matters for Board Consideration: Finance Committee

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

14.a. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of $2.1 Million for a Three-Year Base Term, with Up to Two Additional One-Year Option Terms – *Approved by Resolution No. 2025-39*

Motion to move Finance Committee's Amended Motion: Move staff recommendation and include quarterly reports to the Board on use of this contract.

Motion/Second: Esser/Ratto
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee
Noes: Speier
Absent: None

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

16. Board Member Requests/Comments

The Finance Committee/Committee of the Whole discussed and requested staff to develop a standardized approach to report to the Board the use of all District on-call contracts on a quarterly or biannual basis.

17. Date / Time of Next Regular Meeting: Wednesday, October 8, 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.

18. General Counsel Report
Joan Cassman, General Counsel, stated there was no report.

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

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 August 31, 2025**

Action

Staff proposes the Board of Directors (Board) for the San Mateo County Transit District (District) accepts and enters into the record the Statement of Revenues and Expenses for the period ending August 31, 2025, including supplemental information.

Discussion

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through August 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.

Sources:
As of August 31, 2025, total sources were $42.9 million, compared to the adopted budget of $41.7 million, resulting in a **favorable variance of $1.2 million (3.0 percent)**.

- **Operating Revenue** reflected a favorable variance of $1.3 million (10.0 percent), primarily due to:

  - **Investment Interest Income** was $4.0 million, compared to a budget of $2.9 million, resulting in a favorable variance of $1.1 million (36.6 percent), due to higher-than-expected interest rates. This trend is expected to continue through year-end. However, it is subject to changes in federal interest rate policy, which staff will continue to monitor closely.

  - **Other Income** was $0.9 million, compared to a budget of $0.1 million, resulting in a favorable variance of $0.8 million (1,050.6 percent), driven by a one-time insurance reimbursement from a claim settlement.

  - **Agency Indirect Administrative Recovery** was $6.5 million, compared to a budget of $7.1 million, resulting in an unfavorable variance of $0.6 million (8.1 percent), due to timing of recovery related to managing agency services.

Operating Uses:
As of August 31, 2025, total operating uses were $54.4 million, compared to the adopted budget of $57.0 million, resulting in a **favorable variance of $2.6 million (4.6 percent)**.

- **Labor** reflected an unfavorable variance of $1.1 million (3.5 percent), due to:

  - **Wages and Benefits** were $29.0 million, compared to a budget of $28.8 million, resulting in an unfavorable variance of $0.2 million (0.7 percent), primarily driven by higher overtime expenses due to bus operator attrition.

  - **Indirect Administrative and Overhead Costs – Labor** was $3.4 million, compared to a budget of $2.5 million, resulting in an unfavorable variance of $0.9 million (35.8 percent). The variance is due to the use of the Fiscal Year 2025 (FY25) internal cost allocation plan (ICAP) rate until the FY26 ICAP plan is finalized. Staff expects to be on budget by the end of Quarter 1 (Q1).

- **Purchased Transportation** reflected a favorable variance of $0.6 million (5.7 percent), primarily driven by:

  - **Contracted Urban Bus (CUB) Service** was $6.1 million, compared to a budget of $6.3 million, resulting in a favorable variance of $0.2 million (3.2 percent), due to timing of contractor payments.

  - **Contracted American Disability Act (ADA) Programs** was $3.0 million, compared to a budget a $3.3 million, resulting in a favorable variance of $0.3 million (9.5 percent), due to finalized service agreements.

- **Contracted Services** reflected a favorable variance of $2.3 million (38.3 percent), driven by:

  - **Property Maintenance** was $0.3 million, compared to a budget of $0.7 million, resulting in a favorable variance of $0.4 million (53.7 percent), due to timing of payments and as-needed nature of services.

  - **Professional Services** were $0.7 million, compared to a budget of $1.9 million, resulting in a favorable variance of $1.2 million (62.3 percent). The variance is due to a combination of expenses falling below the accrual threshold, timing of payments, as-needed services, and delayed consultant work pending grant funding. This variance is expected to normalize by the fiscal year-end.

  - **Other Services** were $0.3 million, compared to a budget of $0.7 million, resulting in a favorable variance of $0.4 million (57.2 percent), also driven by timing of payments and as-needed services.

- **Other** reflected a favorable variance of $0.5 million (9.2 percent), due to:

  - **Claims Reserves and Payments** were $0.1 million, compared to a budget of $0.8 million, resulting in a favorable variance of $0.7 million (85.5 percent). This line item is based on monthly adjustments tied to claim estimates, which fluctuate throughout the year, while the budget reflects an annualized estimate.

  - **CUB Claims Reserves and Payments** were $0.5 million, with no adopted budget, resulting in an unfavorable variance of $0.5 million (100.0 percent). No budget was assumed as the contractor is responsible for the first $5 million in liability effective 2024. However, the reserve adjustment reflects legacy claims or incidents that occurred prior to the liability transfer. Staff will continue to monitor this line-item and will return to the Board with a budget amendment if material adjustments are needed.

  - **Employee Programs** were $0.05 million, compared to a budget of $0.3 million, resulting in a favorable variance of $0.2 million (81.0 percent). The variance reflects the as-needed nature of certain employee support programs, which are funded to ensure availability but may vary in usage.

  - **Indirect Administrative and Overhead Costs –Non-Labor** were $2.2 million, compared to a budget of $2.1 million, resulting in an unfavorable variance of $0.1 million (5.1 percent). The variance is due to the use of the FY25 ICAP rate until the FY26 ICAP plan is finalized. Staff expects to be on budget by the end of Q1.

  - This was partially offset by a temporary favorable variance of $0.3 million across other items within this subcategory, mainly due to timing of expenses and activities that have not yet occurred.

Other Information: The Agency accounts for revenues and expenses on a modified accrual basis, with only material items accrued in the monthly financial statements. The budget is developed based on annual projections and the best available estimates at the time, including assumptions about the timing of financial activity. As such, month-to-month variances between budget and actuals may occur due to timing differences, such as invoice processing, changes in project schedules, and other unforeseen factors. Staff continue to monitor these variances, which are expected to normalize over the fiscal year. A budget amendment will be brought to the Board if material changes are identified.

Budget Impact
Acceptance of the August 2025 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Kyle Huie	Manager, Accounting	650-551-6180
	Cleo Liao	Manager, Budgets	650-508-7756

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SAN MATEO COUNTY TRANSIT DISTRICT
SOURCES AND USES DETAIL
FISCAL YEAR 2026
AS OF AUGUST 31, 2025

(In thousands)

	YEAR-TO-DATE AUGUST				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
SOURCES					
Passenger Fares	$ 2,097	$ 2,077	$ (21)	(1.0%)	$ 13,304
Rental Income	496	516	20	4.1%	2,976
Investment Interest Income	2,962	4,047	1,085	36.6%	17,960
Advertising Income	129	128	-	0.0%	773
Other Income	74	852	778	1,050.6%	445
Agency Indirect Administration Recovery	7,113	6,539	(574)	(8.1%)	38,999
Subtotal: Operating Revenue	**12,871**	**14,159**	**1,288**	**10.0%**	**74,455**
Prop A Sales Tax	17,839	17,839	-	0.0%	114,856
Measure W Sales Tax	8,920	8,920	-	0.0%	57,428
Transportation Development Act (TDA) Transit Fund	-	-	-	0.0%	51,793
State Transit Assistance (STA)	-	-	-	0.0%	9,330
Operating Grants	55	62	7	12.4%	3,019
Subtotal: Operating Assistance	**26,814**	**26,820**	**0**	**0.0%**	**236,426**
Transportation Development Act (TDA) 4.5 Redi-Wheels	-	-	-	0.0%	2,726
State Transit Assistance (STA) - Paratransit	-	-	-	0.0%	1,011
SMCTA Measure A Redi-Wheels	714	714	-	0.0%	4,594
Measure M Paratransit	-	-	-	0.0%	1,200
Operating Grants - American Disabilities Act	-	-	-	0.0%	3,812
Subtotal: American Disabilities Act Operating Assistance	**714**	**714**	**-**	**0.0%**	**13,344**
Employer SamTrans Shuttle Funds	1,028	981	(48)	(4.6%)	8,570
Subtotal: Multi-Modal Transit Program Operating Assistance	**1,028**	**981**	**(48)**	**(4.6%)**	**8,570**
Pass-Through to Other Agencies	**226**	**226**	-	0.0%	1,356
TOTAL - SOURCES	**41,652**	**42,900**	**1,248**	**3.0%**	**334,151**
USES					
Wages & Benefits	28,789	28,990	(201)	(0.7%)	130,538
Indirect Admin and Overhead Costs - Labor	2,533	3,440	(907)	(35.8%)	11,488
Subtotal: Labor	**31,322**	**32,430**	**(1,108)**	**(3.5%)**	**142,026**
Contracted Urban Bus Service	6,294	6,092	202	3.2%	37,764
Contracted American Disability Act Programs	3,260	2,951	309	9.5%	19,561
Contracted Multi-Modal Transit Programs	1,077	981	96	8.9%	8,860
Non-Labor Subtotal - Purchased Transportation	**10,631**	**10,025**	**606**	**5.7%**	**66,185**
Vehicle Maintenance (Contracted)	310	138	172	55.5%	1,862
Property Maintenance	737	342	396	53.7%	4,424
Professional Services	1,985	749	1,236	62.3%	11,547
Technical Services	1,036	1,107	(71)	(6.9%)	7,828
Security and Law Enforcement	863	774	89	10.3%	6,836
Ticketing and Fare Collection	221	219	3	1.3%	1,328
Other Services	783	335	447	57.2%	4,369
Non-Labor Subtotal: Contracted Services	**5,936**	**3,664**	**2,272**	**38.3%**	**38,195**

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SAN MATEO COUNTY TRANSIT DISTRICT
SOURCES AND USES DETAIL
FISCAL YEAR 2026
AS OF AUGUST 31, 2025

(In thousands)

	YEAR-TO-DATE AUGUST				ANNUAL
	BUDGET	ACTUAL	$ VARIANCE	% VARIANCE	BUDGET
Bus Fuel and Energy	1,470	1,363	107	7.3%	8,822
Bus Parts and Materials	780	774	06	0.8%	4,679
Uniforms and Bus Operator Expense	98	13	84	86.2%	634
Office Supplies / Printing	153	23	130	84.7%	841
Non-Labor Subtotal: Materials & Supplies	**2,501**	**2,174**	**327**	**13.1%**	**14,977**
Telecommunication	153	87	67	43.5%	921
Other Utilities	357	449	(92)	(25.9%)	2,142
Non-Labor Subtotal: Utilities	**511**	**536**	**(26)**	**(5.0%)**	**3,063**
Workers Compensation	862	782	81	9.4%	5,174
Insurance	700	784	(84)	(11.9%)	4,200
Contracted Urban Bus (CUB) Insurance	331	362	(31)	(9.4%)	1,985
American Disabilities Act Insurance	289	302	(13)	(4.6%)	1,735
Claims Reserves and Payments	771	112	659	85.5%	4,625
Contracted Urban Bus (CUB) Claims Reserves and Payments	-	507	(507)	(100.0%)	-
Promotional Advertising and Events	139	2	137	98.8%	815
Banking and Transaction Fees	82	50	32	38.5%	492
Leases and Rentals	129	61	68	52.5%	4,161
Employee Programs	260	49	210	81.0%	1,575
Training and Business Travel	155	70	86	55.2%	1,025
Dues and Membership	43	38	05	11.9%	303
Other Expenses	30	19	11	35.8%	176
Indirect Admin and Overhead Costs - Non-Labor	2,112	2,220	(108)	(5.1%)	13,054
Non-Labor Subtotal: Other	**5,903**	**5,358**	**545**	**9.2%**	**39,321**
Debt Service	-	-	-	0.0%	18,595
Pass Through to Other Agencies	226	226	-	0.0%	1,356
TOTAL - OPERATING USES	**57,029**	**54,412**	**2,617**	**4.6%**	**323,717**
Prop A Sales Tax Allocation - Capital Program	-	-	-	0.0%	-
Measure W Sales Tax Allocation - Capital Program	-	-	-	0.0%	-
Operating Reserve	-	-	-	0.0%	4,803
Sales Tax Stabilization Fund	-	-	-	0.0%	-
Capital Maintenance Reserve	-	-	-	0.0%	-
Reserves for Future Capital Allocation - Headquarters	-	-	-	0.0%	-
Reserves for Future Measure W Allocations	-	-	-	0.0%	-
Unapplied Dumbarton Rental Income for Future Dumbarton Maintenance of Way	116	174	58	49.5%	698
Subtotal - Allocations & Contributions	**116**	**174**	**58**	**49.5%**	**5,502**
TOTAL - USES	**57,145**	**54,586**	**2,559**	**4.5%**	**329,219**
SURPLUS/(DEFICIT)	**$ (15,493)**	**$ (11,686)**	**$ 3,807**	**24.6%**	**$ 4,932**
Draw from Prior Year's Measure W	**-**	**-**	**-**	**0.0%**	**-**
Draw from Prior Years' Surpluses	**-**	**-**	**-**	**0.0%**	**-**
ADJUSTED SURPLUS/(DEFICIT)	**$ (15,493)**	**$ (11,686)**	**$ 3,807**	**24.6%**	**$ 4,932**

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: **Awarding a Contract to Southeast Transit Services LLC for In-Plant Vehicle Inspection and Audit Services for a Total Not-To-Exceed Amount of $432,350 for a Three-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $375,736**

Action

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

1. Award a contract to Southeast Transit Services LLC of Anniston, Alabama (Southeast) to provide In-Plant Vehicle Inspection and Audit Services (Services) for a three-year base term for a total not-to-exceed amount of $432,350, with up to two one-year option terms for an additional not-to-exceed amount of $375,736.

2. Authorize the General Manager/CEO or designee to execute a contract with Southeast in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

3. Authorize the General Manager/CEO or designee to exercise up to two one-year option terms, if deemed in the best interest of the District.

Significance

The Federal Transit Administration (FTA) requires audits to ensure that all federally funded rolling stock meets Buy America requirements. For procurements exceeding 10 vehicles, agencies must provide an in-plant inspector. The proposed contract is for a third-party in-plant inspector to perform quality assurance on 107 Fuel Cell Electric Buses (FCEB) and includes optional services for an additional 62 buses, for a total of 169 buses. In addition to satisfying the FTA's requirements, the third-party in-plant inspector will ensure that all vehicles are built to contract specifications and meet the highest standards of safety, quality, and compliance. Also, the third-party inspector will account for bus specifications for each build as a precursor to the Buy America audits.

The District previously hired Southeast as the inspector for the District's pilot FCEB bus. Awarding this contract to Southeast will provide the District with continuity of services from an experienced firm. District staff are satisfied with Southeast's performance of services for the pilot bus. Southeast will be responsible for checking defects and monitoring production, performing inspections on various tests, and preparing all required audits and reports in compliance with contract specifications, Buy America provisions, and FTA requirements.

Budget Impact

The replacement of 135 model-year 2009 Gillig Heavy Duty Diesel Buses and expansion of the District's Zero Emission Buses (ZEBs) Project was originally approved by the Board as part of the Fiscal Year 2022 Capital Budget with a budget of $29,222,557 to support the purchase of an initial 35 buses. Since then, several amendments have been approved to increase the project budget to $182,333,823. Funding sources include Federal Transit Assistance, and State Transit Assistance State of Good Repair, Low Carbon Transit Operations Program, Local Partnership Program, Transit and Intercity Rail Capital Program and Affordable Housing and Sustainable Communities grants, as well as Measure W Sales Tax revenues.

There are sufficient funds in the current project budget to support the proposed inspection and audit services for 107 buses (the base term). Optional services for 62 additional buses may be included in a future capital budget amendment as part of the next phase of ZEB purchases. Staff is actively pursuing grant funds to support this next phase of fleet procurement and reduce the District's internal funding share.

Background

On July 17, 2025, the District issued Request for Proposals (RFP) 25-S-S-124 for the Services. The RFP was posted on the District's e-procurement website, and solicitation notifications were sent to 84 firms registered in the District's vendor database. Additionally, the RFP was distributed to 250 firms registered with other public agencies across the United States that use the same e-procurement service provider. A total of two firms attended the pre-proposal conference held on July 24, 2025, and the District received two responsive proposals:

1. Southeast Transit Services LLC of Anniston, Alabama

2. TRC Engineering Services, LLC of Oviedo, Florida

A Selection Committee (Committee), composed of qualified staff from the Bus Maintenance Department, evaluated, scored, and ranked these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Max Points
Company Qualifications, Experience and References	20 points
Qualifications and Experience of Key Personnel	20 points
Project Understanding and Management Plan	40 points
Reasonableness of Cost	20 points
Small Business Enterprise (SBE) Preference	5 points
Total Possible Points	**105**

The Committee determined Southeast to be the highest-ranked firm to provide the Services. The firm possesses the requisite experience and qualifications to successfully perform the scope of services as defined in the solicitation documents.

Staff and legal counsel determined that Southeast's proposal complies with the requirements of the solicitation documents.

Staff successfully negotiated Southeast's prices and contract exceptions, conducted a price analysis for the base-term scope of work and optional services, and determined the negotiated prices to be fair, reasonable, and consistent with those charged for similar work.

Prepared By:	Stacey Routt	Procurement Administrator II	650-508-7727
	Natalie Chi Rasmussen	Project Manager, Bus Maintenance	650-508-6418

Resolution No. 2025-

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

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Awarding a Contract to Southeast Transit Services LLC for In-Plant Vehicle Inspection and Audit Services for a Total Not-To-Exceed Amount of $432,350 for a Three-Year Base Term, with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $375,736

Whereas, on July 17, 2025, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 25-S-S-124 for In-Plant Vehicle Inspection and Audit Services (Services) for a three-year base term and two one-year option terms; and

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

Whereas, a Selection Committee (Committee), composed of qualified staff from the Bus Maintenance Department, evaluated, scored, and ranked the two proposals in accordance with the evaluation criteria set forth in the RFP; and

Whereas, the Committee determined that Southeast Transit Services LLC of Anniston, Alabama (Southeast) is the highest ranked firm, and possesses the requisite experience and qualifications to successfully perform the scope of services as defined in the solicitation documents; and

Whereas, staff completed negotiations and conducted a price analysis, and determined that Southeast's negotiated prices are fair, reasonable, and consistent with those charged for similar work; and

Whereas, staff and legal counsel reviewed Southeast's proposal and determined that the proposal complies with the requirements of the solicitation documents; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Southeast to provide In-Plant Vehicle Inspection and Audit Services for a three-year base term for a total not-to-exceed amount of $432,350, with up to two one-year option terms for an additional not-to-exceed amount of $375,736.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract for In-Plant Vehicle Inspection and Audit Services to Southeast Transit Services LLC for a three-year base term for a total not-to-exceed amount of $432,350, with up to two one-year option terms for an additional not-to-exceed amount of $375,736; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract with Southeast in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel; and

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

Regularly passed and adopted this 8th day of October, 2025, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

22163671.2

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 Battalion One Fire Protection, Inc. to Provide Testing, Inspection, Certification and Maintenance of Building Fire Protection Systems to Increase the Total Not-To-Exceed Amount by $100,000**

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 Battalion One Fire Protection, Inc. of San Leandro, CA (Battalion One) for Testing, Inspection, Certification and Maintenance of Building Fire Protection Systems (Services) across District facilities to increase the total not-to-exceed contract amount by $100,000, from $250,000 to $350,000.

2. Authorize the General Manager/CEO or designee to execute the amendment to the contract with Battalion One, in a form approved by legal counsel.

Significance

Approval of the proposed contract amendment will provide the District with continued, uninterrupted, qualified fire protection services for all occupied District locations.

Staff expects the proposed $100,000 amendment will provide sufficient contract capacity for performance of planned and unanticipated, but required, Services during the balance of the contract term, which will end in July 2027.

Budget Impact

The proposed contract amendment will be funded by a variety of funding sources from approved and future operating budgets.

Background

On April 13, 2022, the District issued a competitive solicitation for the Services (Invitation for Bids No. 22-S-S-046). Battalion One was the lowest responsive and responsible bidder and was awarded a five-year contract, valid through July 12, 2027, for a not-to-exceed amount of

$185,100. In July 2025, the District and Battalion One amended the contract to increase the contract amount by $64,900, for a new total not-to-exceed amount of $250,000, which is the limit of the procurement authority delegated by the Board to the General Manager/CEO.

Over the past three years, the District has expended approximately $250,000 for Battalion One's performance of the Services across District's properties. Staff is requesting to increase the contract capacity by $100,000 to continue the needed Services and to address safety issues at District properties for the remainder of the contract term.

The current contract capacity of $250,000 has been used for scheduled maintenance and to address emergency and other unanticipated fire suppression system issues that have arisen due to aging infrastructure at District facilities. Unanticipated work, which is required for compliance with applicable fire codes, is paid on a time-and-materials basis as set forth in the contract at an average cost of $20,000 per year.

Reoccurring unanticipated costs include, but are not necessarily limited to:

Failed strobes	$1,000
Sprinkler replacements	$8,000
Fire alarm emergency	$1,000
Control panel replacement	$4,000
Faulty compressor / pre-action system	$6,000
Priority Service Call	$1,500

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

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Authorizing an Amendment to a Contract with Battalion One Fire Protection, Inc. to Provide Testing, Inspection, Certification and Maintenance of Building Fire Protection Systems to Increase the Total Not-to-Exceed Amount by $100,000

Whereas, on July 11, 2022, as a result of a competitive process, the San Mateo County Transit District (District) entered into a five-year contract with Battalion One Fire Protection, Inc. of San Leandro, California (Battalion One) for a total not-to-exceed amount of $185,100 to provide Testing, Inspection, Certification and Maintenance of Building Fire Protection Systems (Services) at four District facilities; and

Whereas, in July 2025, the District and Battalion One amended the contract to increase the contract amount by $64,900, for a new total not-to-exceed amount of $250,000; and

Whereas, the District has a continued need for a qualified contractor to provide required maintenance of occupied buildings throughout the District; and

Whereas, Battalion One has satisfactorily provided the Services for the past three years; and

Whereas, staff recommends that the Board authorize an amendment to the District's contract with Battalion One to increase the contract amount by $100,000, for a new total not-to-exceed amount of $350,000.

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 Battalion One Fire Protection, Inc. to provide Testing, Inspection, Certification and Maintenance of Building Fire

Protection Systems across District facilities to increase the contract amount by $100,000, which will increase the total contract amount from $250,000 to $350,000; and

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

Regularly passed and adopted this 8th day of October, 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: Kate Jordan-Steiner, Chief Financial Officer

Subject: **Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of $3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $1.25 Million**

Action

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

1. Award a single-source contract to Loomis Armored US, LLC of Houston, Texas (Loomis) to provide armored car revenue collection, counting, and deposit services (Services) for a not-to-exceed amount of $3 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $1.25 million.

2. Authorize the General Manager/CEO or designee to execute a contract with Loomis consistent with the requirements of the negotiated agreement, in a form approved by legal counsel.

3. Authorize the General Manager/CEO or designee to execute up to two, one-year option terms, if in the best interest of the District.

Significance

Award of this proposed contract will provide the District with a qualified firm to provide continued, uninterrupted Services, which include the collection, counting and deposit of the revenues into the District's bank accounts. An additional benefit of the contract is real-time tracking and collection reporting data available to Finance staff, which information saves staff time with laborious manual reporting and offers current, daily information on revenue collections at the District's sites.

Budget Impact

The funds to cover this recommended action to award a contract to Loomis are included in the current approved operating budget and will be included in future years' operating budgets.

Background

On August 3, 2022, pursuant to Resolution No. 2022-50, the Board awarded a contract to Brink's, Inc. (Brinks) for the Services for a total not-to-exceed amount of $2,078,270 for a three-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $1,673,560 for an aggregate not-to-exceed amount of $3,751,830. This contract was effective as of October 1, 2022.

The District has historically contracted with Brinks for these Services, and Brinks has traditionally been the sole bidder in response to SamTrans' Requests for Proposals (RFPs) for these Services. However, over the past year, Brinks' performance has significantly deteriorated, with repeated service failures resulting from an insufficient, lack of resources necessary to satisfy the contract requirements, coupled with operational issues from unreliable equipment that Brinks seemed unwilling to repair and correct on a permanent basis. Despite continued discussions with Brinks to remedy its failures, including late deposits into the District's bank accounts and reporting errors, the problems persisted, prompting staff to explore alternative service providers.

With the base term of the contract with Brinks set to expire on September 30, 2025, and given the continued severity and frequency of service disruptions, staff initiated its emergency procurement process to find a replacement service provider as early as possible to ensure continuity of operations and avoid further risk to these essential services.

Staff researched and contacted multiple vendors to assess market options. Staff reached out to Intertrust Group, Baystar Security Services, and CWP Security Systems after identifying these vendors as armored car service providers on the Better Business Bureau. After conducting due diligence, staff determined that these vendors did not offer the specific services or have the resources and equipment required to meet the District's needs. Staff also contacted Garda World Security, but the vendor did not respond and has previously delivered unreliable equipment and poor customer service.

The emergency procurement process also identified Loomis, a vendor already familiar to the District because it provides the District with cash and coin recycling services. Finance and Procurement staff conducted detailed walk-throughs of the District's collection sites with Loomis to demonstrate the complexity of the revenue collection process and obtain a comprehensive cost proposal. The services require pickup of 60 cash canisters and three money bins from three locations, six days per week, along with daily processing, counting, and packaging of the money, delivery to the bank, and reporting. Loomis demonstrated responsiveness and a clear understanding of the District's requirements. Loomis is also equipped to provide real-time revenue reporting to the District's revenue finance team.

Staff has successfully negotiated pricing and contract terms with Loomis, performed a price analysis and determined the negotiated prices to be fair, reasonable and lower than those currently paid to Brinks. Furthermore, Loomis' real-time deposit tracking system will provide the District with enhanced accounting capabilities, enabling improved operational efficiency.

The contract with Brinks had a fixed-fee structure, while Loomis' pricing is based on an a-la-carte service model, which allows the District to request services in response to business needs, resulting in anticipated savings and greater efficiency compared to the prior agreement with Brinks. Accordingly, staff recommends awarding a single-source contract to Loomis for the Services to ensure continuity of these critical functions while delivering better value to the District.

Prepared By:	Danielle Sanderson	Contract Administrator	650-551-6130
	Michelle King	Revenue Manager	650-508-7914

Resolution No. 2025-

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

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Award a Contract to Loomis Armored US, LLC for Armored Car Revenue Collection Services for a Total Not-To-Exceed Amount of $3 Million for a Five-Year Base Term with up to Two One-Year Option Terms for an Additional Not-To-Exceed Amount of $1.25 Million

Whereas, the San Mateo County Transit District (District) requires revenue collection services by a qualified and reliable armored car provider; and

Whereas, pursuant to Resolution No. 2022-50, the Board of Directors (Board) of the District awarded a contract to Brink's, Inc. (Brinks) for Armored Car Cash Collection Services for a total not-to-exceed amount of $2,078,270 for a three year base term, and authorized the General Manager/CEO or designee to exercise up to two-one-year option terms for an additional total not-to-exceed amount of $1,673,560 for both option terms; and

Whereas, the base term of this contract with Brinks expired on September 30, 2025; and

Whereas, over the past year, Brinks' performance has significantly deteriorated, marked by repeated service failures due to insufficient resources, an inability to meet contractual requirements, and operational issues stemming from unreliable equipment; and

Whereas, the District engaged in communications and discussions with Brinks for many months to remedy the repeated service failures, including late deposits into the District's bank accounts and reporting areas, but the problems persisted and Brinks seemed unwilling to address the underlying causes of these failures; and

Whereas, the District conducted an emergency procurement consistent with District procurement guidelines by reaching out to five different vendors to assess market options and found Loomis Armored US, LLC of Houston, Texas (Loomis) to be the only viable vendor; and

Whereas, following a site walk of the District's facilities, Loomis submitted a comprehensive proposal that meets the needs of the District to provide armored car revenue collection, counting, and deposit services (Services), which also include real-time revenue collection reporting to the District Finance Revenue Team; and

Whereas, unlike the former contract, which was a fixed-fee structure, Loomis' pricing is based on an a-la-carte service model, which allows the District to request services in response to business needs, resulting in anticipated savings and greater efficiency compared to the prior agreement with Brinks; and

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

Whereas, staff recommends that the Board award a contract to Loomis to provide the Services for a not-to-exceed amount of $3 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $1.25 million.

Now, Therefore, Be It Resolved; that the Board of Directors of the San Mateo County Transit District hereby awards a single-source contract to Loomis Armored US, LLC to provide armored car revenue collection, counting, and deposit services for a total not-to-exceed amount of $3 million for a five-year base term, with up to two one-year option terms for an additional not-to-exceed amount of $1.25 million; and

Be it Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Loomis to provide the Services in conformity with the terms and conditions set forth in the negotiated agreement, and in a form approved by legal counsel; and

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

Regularly passed and adopted this 8th day of October, 2025, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

Proclamation

Honoring Filipino American History Month

Whereas, the San Mateo County Transit District (District) pays tribute to the many contributions of Filipino Americans who make up one of the largest Asian American ethnic groups in the United States today; and

Whereas, the month of October is an appropriate time to reflect on Philippine history and culture to provide all Americans with the opportunity to hear about and appreciate the many contributions of Filipino Americans; and

Whereas, during World War II, more than 260,000 Filipino and Filipino American soldiers answered the call to action and bravely served under the American flag; and

Whereas, the Filipino Veterans of World War II Congressional Gold Medal Act unanimously passed through Congress and was signed into law in December 2016; and

Whereas, a 2024 rider survey showed that Filipinos help make up 17 percent of SamTrans' ridership; and

Whereas, SamTrans prides itself as a system that is open and welcoming to everyone, and considers access to transportation a fundamental civil right as it allows individuals to move freely and communities to grow and thrive, and therefore must be provided to everyone in a just and equitable manner; and

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize October as Filipino American History Month and celebrate the countless contributions that Filipino Americans have made in the United States.

Regularly passed and adopted this 8th day of October 2025.

samTrans

Chair, San Mateo County Transit District

Proclamation

Declaring October as Cybersecurity Awareness Month

Whereas, Cybersecurity Awareness Month was launched by the National Cyber Security Alliance and the United States Department of Homeland Security in October 2004, and is now recognized by thousands of organizations including the federal government, the Multi-State Information Sharing and Analysis Center, the National Association of State Chief Information Officers, and numerous local governments nationwide; and

Whereas, individuals, businesses, nonprofits, government organizations, and academic institutions have become increasingly reliant on information systems and technology to conduct business, engage in commerce, access information, communicate, and provide essential services; and

Whereas, more than ever before, technology plays a part in almost all of the San Mateo County Transit District's (District) operations and connected devices are an integral part of how employees provide and customers access the District's essential services; and

Whereas, cyber threats continue to increase and the impact of cyberattacks has been debilitating to individuals and organizations, including numerous local government agencies; and

Whereas, cybersecurity education, which is crucial to protect employees, customers and the District, helps ensure employees are aware of cyber threats and best practices for preventing and responding to data security incidents; and

Whereas, the District is committed to implementing the best practices and technologies to defend against cyber-crime, and the observation of Cybersecurity Awareness Month will kick-off the District's annual efforts to further educate and prepare employees regarding cyber threats; and

Whereas, to further support this effort, staff recommends that the Board of Directors recognize October 2024 as "Cybersecurity Awareness Month" and officially support National Cybersecurity Awareness Month.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District, recognizes and supports October 2025 as "Cybersecurity Awareness Month"; and

Be It Further Resolved that the Board calls upon all employees and customers of the District to become educated about cybersecurity and put that knowledge into practice to keep our connected community safe from cyber threats.

Regularly passed and adopted this 8th day of October, 2025.

samTrans

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Chair, San Mateo County Transit District

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: October 1, 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 99.5 percent recovery rate in July 2025 compared to July 2019. The 99.5 percent is above the 77.5 percent experienced for bus service throughout the nation.

Ridership	Month of July 2019	Month of July 2025	Ridership Recovery Rate
SamTrans	811,015	806,817	**99.5%**
AC Transit	4,309,923	3,033,368	70.4%
SFMTA	17,607,549	14,009,990	79.6%
VTA	2,161,815	1,917,511	88.7%
Dallas	3,070,551	2,324,308	75.7%
Seattle - King	10,366,176	7,735,291	74.6%
Chicago	19,903,916	15,407,467	77.4%
Atlanta	4,367,498	2,959,584	67.8%
New York MTA	59,561,916	58,107,467	97.6%
National Bus	367,931,816	285,192,744	77.5%
Caltrain	1,672,670	1,160,572	69.4%
BART Extension	1,182,731	570,073	48.2%
BART System	10,889,666	5,088,809	46.7%
National Rail	410,875,323	312,256,061	76.0%
Total NTD Trips	823,886,331	631,477,157	76.6%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	350	11	349

* This number excludes the 11 Bus Operator Trainees.

Miles Between Preventable Accidents

The table below illustrates the miles between accidents performance by mode and location for the month of August 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 reasonably to prevent it.

August 2025			
	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	337,121	8	42,140
South Base	272,713	3	90,904
CUB	234,525	2	117,263
Fixed Route Total	844,359	13	64,951
ADA	190,645	1	190,645
Micro Transit	17,743	0	nm

Safety Updates

The new Safety Campaign is about "Making Space to Keep You Safe." Operators are reminded to slow down, not to rush for schedules, and to remain calm with aggressive drivers. Operators can help to avoid accidents by driving predictably, staying aware of their blind spots, signaling well in advance, and giving everyone enough space on the road to react safely.

Regional/MTC Matters

Senate Bill (SB) 63 was approved by the Assembly on September 12 and the Senate on September 13. The bill now heads to Governor Newsom, who has until October 13 to sign, approve without signing, or veto the bill. If the bill is signed or approved without a signature, it goes to the Secretary of State to be chaptered. For the measure to appear on the November 2026 ballot as a citizens' initiative, there will need to be a signature gathering campaign across

the 5 counties in the measure (San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara) starting in January 2026.

Free Fares for Pre-arranged School Field Trips

The Free Passes for Field Trip Program had a successful year during the 2024-2025 school year. Last school year, SamTrans provided free rides to 1,147 students and 281 chaperones on 29 fieldtrips ranging from the Sanchez Adobe in Pacifica to the San Mateo County History Museum in Redwood City. Staff continues to share information about this program with the school districts and schools to encourage more teachers to apply. So far this year, SamTrans has provided free rides to 163 students and 38 chaperones on 5 field trips.

SamTrans updated its fare policies in January 2024. The new policies include free fares offered for pre-arranged school field trips. San Mateo County public schools are eligible for this benefit, and district staff works closely with the County Office of Education to ensure educators know about this program.

Employee of the Month (EOM) Recognitions, August 2025

Bus Operator EOM for North Base is **Robert Andersen.** This is Robert's first EOM Award during his 2 years of service with the District.

Bus Operator EOM for South Base is **Ronaldo Pascual.** This is Ronaldo's first EOM Award during his 18 months of service with the District.

Bus Maintenance EOM for North Base is **Storekeeper Ira Cornel.** This is Ira's third EOM Award during her 3 plus years of service with the District.

Bus Maintenance EOM for South Base is **Mechanic B Cordell Wong**. This is Cordell's first EOM Award during his 15 months of service with the District.

Transit Month Activities



San Mateo County Transit District Board of Directors

October 8, 2025

Meet the Bus –
Cesar Chavez Ravenswood Middle School

- **Back to School Night** at Cesar Chavez Ravenswood Middle School in East Palo Alto
  - Brought 2025's Art Takes a Bus Ride bus and Ride Plus Van
- Collaboration with SMCOE's Safe Routes to School program
- Provided info on Ride Plus, Youth Unlimited and the Art Takes a Bus Ride competition









All Aboard Bay Area Transit Day

- Hopped on SamTrans from Hillsdale Mall → Half Moon Bay → Pacifica → Daly City BART
- Handed out free **bus ride tickets** and Transit Month stickers
  - Joined by Vice Chair Marie Chuang and CAC Member Hana Estalilla











Ride-Along & Happy Hour with Transit CEOs

- SamTrans GM/CEO April Chan rode from:
  - San Francisco → Larkspur via Golden Gate Ferry
  - Larkspur → San Rafael via SMART Train
  - Final ride on Marin Transit
- Accompanied by Caltrain's Executive Director Michelle Bouchard, BART, AC Transit, MUNI and more!



Pacifica Fog Fest

- Vice Chair Marie Chuang and Board Member Peter Ratto joined members of the SamTrans CAC to the festival
- Group rode bus route #110
- Organized by David Rabinovich, a sophomore at San Mateo High School

samTrans

SamTrans Millbrae Headquarters Project



EXECUTIVE MONTHLY PROGRESS REPORT
September 2025

samTrans

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Section 2: Progress and Schedule 4
Section 3: Accomplishments and Upcoming Work 6
Section 4: Risk Register / Critical Issues 7

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 $126 million 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	36,659	99.48%
HQ Tenant Improvement (TI)	11,469	11,469	100%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	5,499	58.63%
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%

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	1,800	47.49%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	**74,437**	**59.414**	**79.82%**

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: Finalized rough-in mechanical, electrical, plumbing on lower floors. Upper floors included drywall, trim, ceiling grid and painting.	Awarded Physical Mover Contract
Continued to process construction submittals and RFIs	Faces to Space Coordination
Finalized furniture order and room identification signage.	Continued Discussions with IT
Continued procurement activities for the Non-Tenant Improvement Work	Finalizing Change Management Award
Awarded Day 2 GC Scope of Work	Change Management Kick-off Planning

KEY ACTIVITIES - Next Reporting Month (top 5)	
Tenant Improvement	**Move management**
In the Field Lower Floors: Install fire alarm devices, lighting, countertops, and plumbing trim.	Physical Mover Contract Kick-off
In the Field Upper Floors: Door installation, finishes, and paint touch-up	Change Management Award
Process RFIs and conduct ongoing field coordination.	Change Management Kick-off Planning
Continue to process construction submittals and shop drawings.	Revise Master Move Matrix with Faces to Spaces Data
City review of permit drawings for Day 2 construction scope of work.	Coordinate badge ID, door designation, etc. with IT and Security

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.

SamTrans' HQ October Update



September Agenda

Project Scope

Project Budget

Project Schedule & Milestones

Project Updates through September 2025

Upcoming Activities through October 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

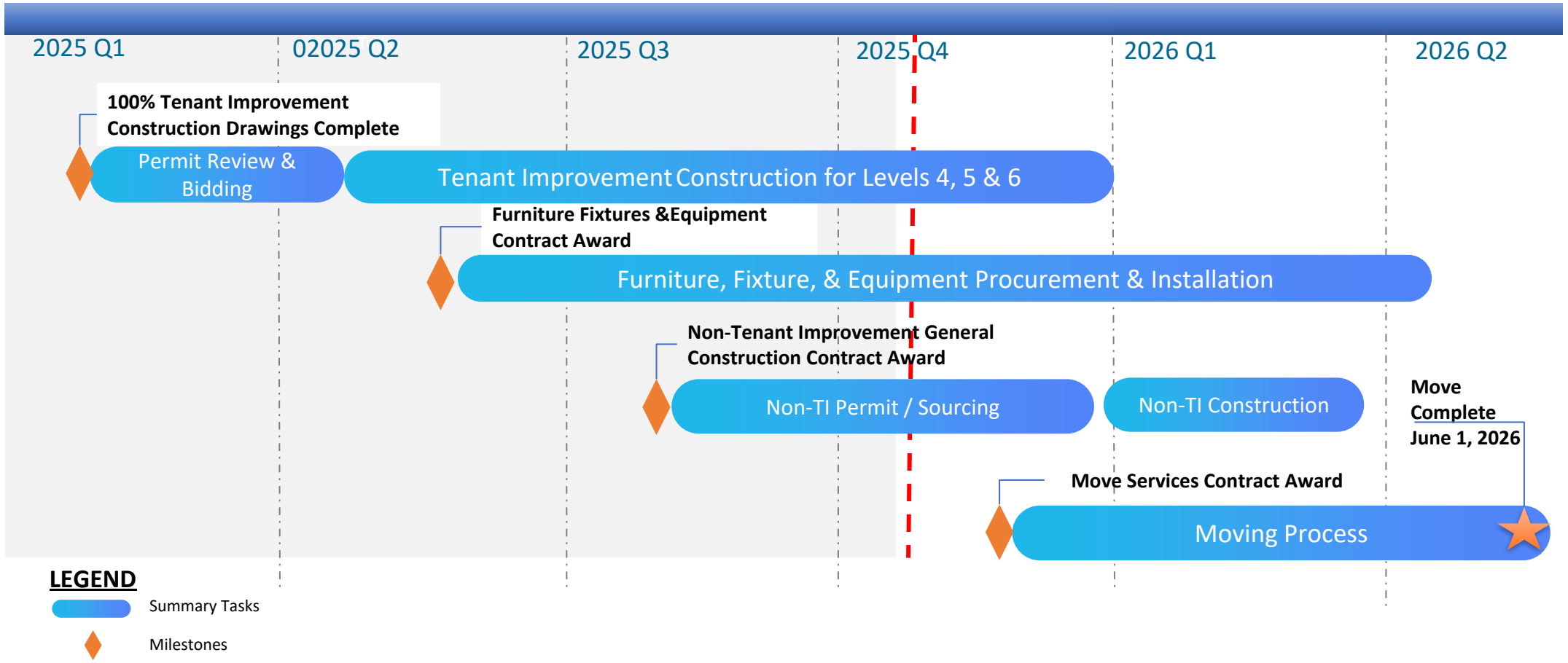
Non-Tenant Improvement Budget: $26.1M

Total Budget Approved: $74.4M

Committed / Percent Complete

Category/Item	Budget (in 1000 of $)		Expended + Committed %
	Approved	Expended + Committed	
Tenant Improvement (TI)	48,320	48,128	99.60%
Non-TI, Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	5,499	58.63%
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	1,800	47.49%
Non-TI, Architectural & Engineering Design	2,625	2,516	95.84%
Total	**74,437**	**59,414**	**79.82%**

Project Schedule



ThePhoto by PhotoAuthor is licensed under CCYYSA.

Construction Progress Photos







Project Updates through September 2025

- In the Field: Finalized framing and drywall on lower floors. Upper floors included trim, ceiling grid and painting.
- Processed RFIs and conducted ongoing field coordination
- Placed furniture order and developed signage/branding.
- Continued procurement activities for the Non-Tenant Improvement Work: Move Services / Change Management

Notice to Proceed issued for Day 2 GC Scope of Work

Upcoming Activities in October 2025

In the Field: Install fire alarm devices, lighting, countertops, and plumbing trim on lower floors. Upper floors include door installation, finishes, and paint touch-up.

Process RFIs and conduct ongoing field coordination

Kick-Off Change Management and Move Services

City review of Day 2 construction permit drawings

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

Fall 2025: Caltrain Lease

TBD: Off-Site Agency Vehicle Parking

TBD: Leasing of Market Ready Suites

TBD: Leasing of Retail Spaces after Purchase

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

Community Relations Committee Meeting
Committee of the Whole
(Accessibility, Senior Services, and Community Issues)

October 8, 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

9.a.	Call to Order	
9.b.	Approval of Minutes of the Community Relations Committee Meeting of September 3, 2025	Motion
9.c.	Accessible Services Update	Informational
9.d.	Citizens Advisory Committee Update	Informational
9.e.	Paratransit Advisory Council Update	Informational
9.f.	Monthly State of Service Report | August 2025	Informational
9.g.	Adjourn	

Note:

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

San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California

Community Relations Committee Meeting / Committee of the Whole
DRAFT Minutes of September 3, 2025

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

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Chuang, B. Esser, J. Gee, R. Medina, J. Powell (joined at 3:14pm), P. Ratto

Other Board Members Absent: None

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

9.a. Call to Order
Committee Chair Canepa called the meeting to order at 3:13 pm.

9.b. Approval of Minutes of the Community Relations Committee Meeting of August 6, 2025
Motion/Second: Esser/Fraser
Ayes: Canepa, Esser, Fraser, Medina, Ratto, Speier, Chuang, Gee
Noes: None
Absent: Powell

9.c. Accessible Services Update
Tina Dubost, Manager, Accessible Services, stated staff participated in two emergency exercises and provided feedback.

9.d. Citizens Advisory Committee Update – Deferred.

9.e. Paratransit Advisory Council Update
Ms. Dubost stated a two-year workplan will be established at the PAC biennial retreat in October.

Director Powell joined the meeting at 3:14 pm.

DRAFT

9.f. Monthly State of Service Report | July 2025

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

- 2.3 percent for weekday ridership increase and 2.6 percent for total monthly ridership
- 99.5 percent pre-pandemic recovery
- Reclassification of SamCoast ridership to microtransit ridership; 37.9 percent increase for average weekday ridership and 37.7 percent for total ridership when compared to July 2024
- 5.2 percent increase for youth pass unlimited
- Two preventable accidents; 85.1 percent on-time performance (OTP); three did not operate (DNOs)
- Digital and media metrics improved almost 1,000 percent

9.g. Annual State of Service Report | Fiscal Year 2025 and Quarterly State of Service Report | Fiscal Year 2025 Quarter 4

Mr. Steketee noted the Quarterly State of Service Report is available in the packet and provided the Annual State of Service Report presentation, which included the following:

- 10.8 percent increase in Clipper usage
- 23.3 percent decrease in women operator workforce, resulting in underrepresentation
- Preventable accidents frequency remained unchanged
- 20 new battery electric buses and 10 new Hydrogen fuel cells added in Fiscal Year (FY) 2025
- 90 percent of DNOs occurred due to lack of staffing and skipping stops

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

- Decrease in female workforce and efforts to increase numbers.
- Safety improvements for operators through the implementation of barriers

Public Comment

Aleta Dupree, Team Folds, commented on pre-pandemic ridership levels, diesel emissions, and women bus operators.

Roland commented on Santa Clara Valley Transportation Authority (VTA) ridership and fare revenue.

9.h. Adjourn – The meeting adjourned at 3:34 pm.

DRAFT

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 do not meet in August.

No minutes 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 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 | August 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 Microtransit) increased by 3.2 percent in August 2025 compared to August 2024. The total monthly ridership increased by 0.4 percent in August 2025 compared to August 2024.

Microtransit: Average weekday ridership on all microtransit services was 131, and total ridership was 3,926. The average weekday ridership increased 2.7 percent compared to August 2024, and the total ridership increased 13.9 percent compared to August 2024.

Youth Unlimited Pass: For August 2025, Youth Unlimited Pass usage increased 4.3 percent compared to August 2024.

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

- **Preventable Accidents** – There were 13 preventable accidents in August 2025 (11 from District and 2 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 1.5 accidents per 100,000 miles.

- **Miles Between Service Calls (MBSC) –** There were 23 service calls in August 2025 (15 from District and 8 from contracted services). The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service met its goal with 0.7 service calls per 25,000 miles.

- **On-Time-Performance (OTP) –** August 2025 systemwide OTP was 81.3 percent. The goal is to have 85 percent systemwide on-time performance. Fixed-route service did not meet this goal.

- **Did Not Operate (DNOs) –** In August 2025, there were 10 total DNOs, or missed trips.

RIDERSHIP (ALL MODES)

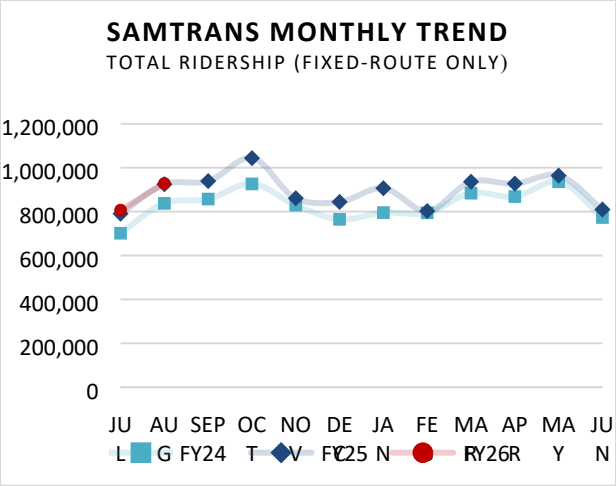
SAMTRANS | Average Weekday Ridership								
Mode	**Aug-23**	**Aug-24**	**Aug-25**	**%Δ[1]**	**YTD FY24**	**YTD FY25**	**YTD FY26**	**%Δ[2]**
Bus	30,491	33,956	35,066	3.3%	23,557	28,073	31,966	13.9%
Paratransit	716	770	770	0.0%	622	707	774	9.5%
Shuttles	1,874	1,833	1,911	4.3%	1,815	1,781	1,829	2.7%
Microtransit	123	128	131	2.7%		97	153	58.3%
Total	**33,204**	**36,687**	**37,878**	**3.2%**	**25,994**	**30,657**	**34,721**	**13.3%**
SAMTRANS | Total Ridership								
Mode	**Aug-23**	**Aug-24**	**Aug-25**	**%Δ[1]**	**YTD FY24**	**YTD FY25**	**YTD FY26**	**%Δ[2]**
Bus	837,334	924,625	928,188	0.4%	1,282,602	1,539,599	1,735,005	12.7%
Paratransit	19,160	20,373	19,776	-2.9%	32,508	36,696	40,177	9.5%
Shuttles	42,276	39,238	39,461	0.6%	77,309	76,024	77,902	2.5%
Microtransit	3,462	3,448	3,926	13.9%		5432	8,664	59.5%
Total	**902,232**	**987,684**	**991,351**	**0.4%**	**1,392,419**	**1,657,751**	**1,861,748**	**12.3%**

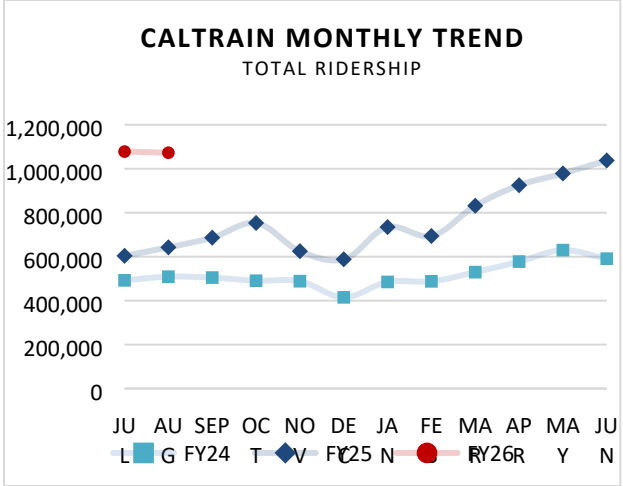
CALTRAIN | Average Weekday Ridership								
Mode	**Aug-23**	**Aug-24**	**Aug-25**	**%Δ[1]**	**YTD FY24**	**YTD FY25**	**YTD FY26**	**%Δ[2]**
Caltrain	20,284	24,741	39,984	61.6%	20,309	24,014	40,000	66.6%
CALTRAIN | Total Ridership								
Mode	**Aug-23**	**Aug-24**	**Aug-25**	**%Δ[1]**	**YTD FY24**	**YTD FY25**	**YTD FY26**	**%Δ[2]**
Caltrain	509,081	642,624	1,072,961	67.0%	1,001,462	1,246,613	2,151,158	72.6%

OTHER MODES in San Mateo County | Average Weekday Ridership								
Mode	**Aug-23**	**Aug-24**	**Aug-25**	**%Δ[1]**	**YTD FY24**	**YTD FY25**	**YTD FY26**	**%Δ[2]**
Dumbarton	104	98	94	-4.1%	102	102	97	-5.4%
BART (San Mateo County)	19,322	19,348	21,603	11.7%	19,013	19,030	21,062	10.7%
OTHER MODES in San Mateo County | Total Ridership								
Mode	**Aug-23**	**Aug-24**	**Aug-25**	**%Δ[1]**	**YTD FY24**	**YTD FY25**	**YTD FY26**	**%Δ[2]**
Dumbarton	2,395	2,161	1,982	-8.3%	4,377	4,484	4,170	-7.0%
BART (San Mateo County)	545,541	538,994	593,456	10.1%	1,044,656	1,053,582	1,163,529	10.4%

IMPORTANT NOTES:

Total row may not add up due to rounding.
SamTrans (Bus) ridership includes Fixed-Route service.
Microtransit ridership includes Ride Plus and SamCoast.
Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.
BART ridership in San Mateo County does not include Daly City BART Station.
%Δ[1] indicates the percentage change for the month, current year to previous year.
%Δ[2] indicates the percentage change current year to previous, Year to Date.





FARES

SAMTRANS (BUS) | Fare Usage			
Fare Type	**Aug-23**	**Aug-24**	**Aug-25**
Adult	527,029	581,834	590,088
Eligible Discount	185,923	199,243	198,931
Youth	124,382	143,548	139,169
--- Youth Unlimited Pass	*53,244*	*76,763*	*80,070*
Total	**837,334**	**924,625**	**928,188**

This table illustrates the number of riders by fare category (Dumbarton Express and rural demand-response service excluded). The **Youth Unlimited Pass** number is a subset of the Youth Fare Type. The program started in January 2022.

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) | Operations Key Performance Indicators			
KPI	**Aug-23**	**Aug-24**	**Aug-25**
On-Time Performance	77.9%	80.0%	81.3%
Preventable Accidents	12	18	13
--- District	*7*	*12*	*11*
--- Contracted Services	*5*	*6*	*2*
Service Calls	25	34	23
--- District	*17*	*20*	*15*
--- Contracted Services	*8*	*14*	*8*
Trips Scheduled	40,837	48,926	49,348
Did Not Operate DNOs	4	10	10

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 65,052 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 36,769 miles between Service Calls this month.

SAMTRANS (BUS) | Fleet Key Performance Indicators			
KPI	**Aug-23**	**Aug-24**	**Aug-25**
Revenue Hours (Sched.)	60,918	60,918	59,982
Revenue Miles (Sched.)	597,715	597,715	595,148
Total Fleet Miles (Actual)	851,607	851,607	845,676

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

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

MICROTRANSIT | Ride Plus Key Performance Indicators			
KPI	**Aug-23**	**Aug-24**	**Aug-25**
Total Ridership	3,081	3,014	3,926
--- East Palo Alto Trips	*2,259*	*2,143*	*2,865*
--- Half Moon Bay Trips	*822*	*871*	*1,061*
Active Users	327	368	387
New Registrations	523	160	80
Total Downloads	608	453	289
--- iOS Downloads	*483*	*408*	*228*
--- Android Downloads	*125*	*45*	*61*
Load Factor	1.4	1.3	1.1

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.

PARATRANSIT | Operations Key Performance Indicators			
KPI	**Aug-23**	**Aug-24**	**Aug-25**
On-Time Performance (RW)	90.2%	88.4%	87.7%
On-Time Performance (RC)	93.0%	90.1%	82.4%
Preventable Accidents (RW)	1	3	1
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	8	5	1
Service Calls (RC)	0	0	0

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT | Fleet Key Performance Indicators			
KPI	**Aug-23**	**Aug-24**	**Aug-25**
Revenue Miles (RW)	165,543	171,378	167,078
Revenue Miles (RC)	19,813	23,314	14,620
Fleet Miles (RW)	184,682	190,345	188,143
Fleet Miles (RC)	26,432	30,176	24,550

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS | Average Weekday Ridership					
Mode	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Bus	37,376	30,491	33,956	35,066	93.8%
Paratransit	1,134	716	770	770	67.9%
Shuttles	11,840	1,874	1,833	1,911	16.1%
Microtransit	18	123	128	131	729.9%
Total	**50,368**	**33,204**	**36,687**	**37,878**	**75.2%**
SAMTRANS | Total Ridership					
Mode	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Bus	946,549	837,334	924,625	928,188	98.1%
Paratransit	28,918	19,160	20,373	19,776	68.4%
Shuttles	258,469	42,276	39,238	39,461	15.3%
Microtransit	446	3,462	3,448	3,926	880.3%
Total	**1,234,382**	**902,232**	**987,684**	**991,351**	**80.3%**

CALTRAIN | Average Weekday Ridership					
Mode	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Caltrain	71,557	20,284	24,741	39,984	55.9%
CALTRAIN | Total Ridership					
Mode	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Caltrain	1,703,334	509,081	642,624	1,072,961	63.0%

OTHER MODES in San Mateo County | Average Weekday Ridership					
Mode	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Dumbarton	143	104	98	94	65.7%
BART (San Mateo County)	47,573	19,322	19,348	21,603	45.4%
OTHER MODES in San Mateo County | Total Ridership					
Mode	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Dumbarton	3,149	2,395	2,161	1,982	62.9%
BART (San Mateo County)	1,218,908	545,541	538,994	593,456	48.7%

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 (FY2026) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 93.8 percent of pre-pandemic levels (2019) for this month of August 2025.

PRE-PANDEMIC FARES COMPARISON

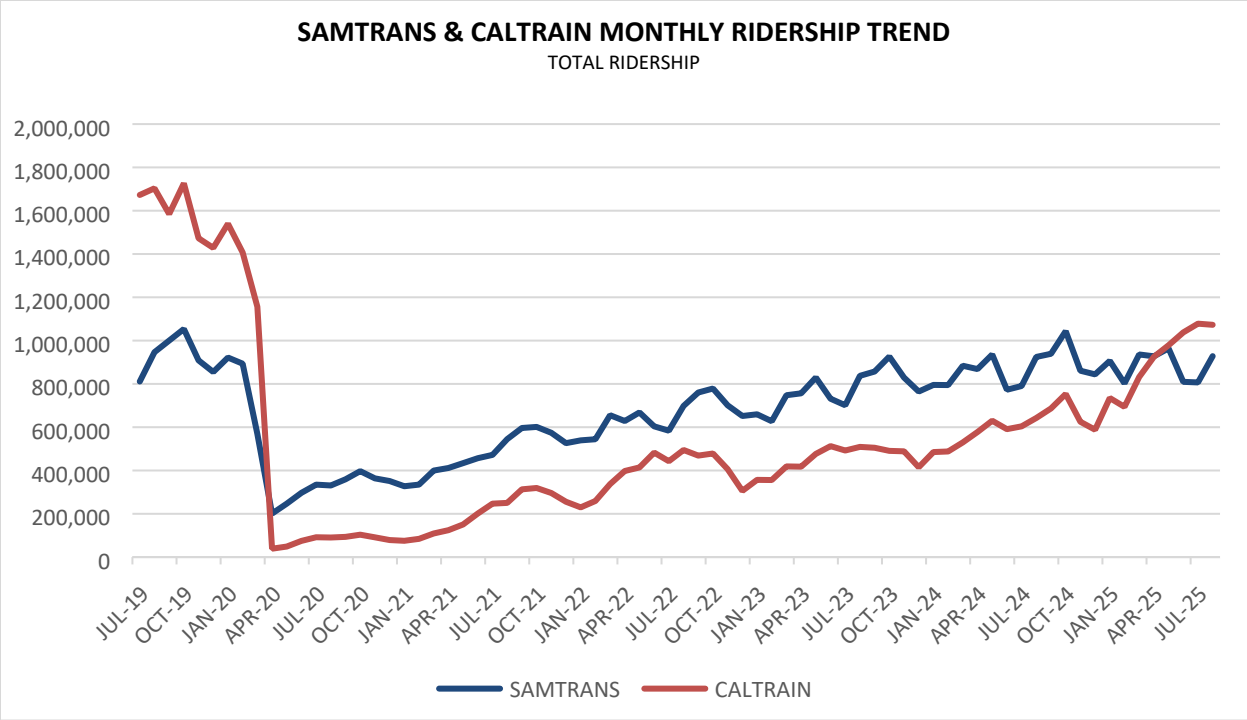
SAMTRANS (BUS) | Fare Usage					
Fare Type	**Aug-19**	**Aug-23**	**Aug-24**	**Aug-25**	**%[3]**
Adult	521,657	527,029	581,834	590,088	113.1%
Youth	166,485	124,382	143,548	139,169	83.6%
Eligible Discount	258,407	185,923	199,243	198,931	77.0%
Total	**946,549**	**837,334**	**924,625**	**928,188**	**98.1%**

%[3] indicates the rate of ridership recovery, current year (FY2026) to pre-pandemic year (FY2019).

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.
Microtransit ridership includes Ride Plus 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	**Aug-23**	**Aug-24**	**Aug-25**
Complaints	131	122	163
Accessibility	12	13	10
Compliments	13	8	22
Service Requests	84	49	65
Reports Total	**240**	**192**	**260**

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

The total number of reports for SamTrans increased 354% from 192 reports in August 2024 to 260 reports in August 2025.

COMMUNICATIONS & MARKETING

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

SamTrans Monthly Press Releases and Earned Media

Press Releases and Blogs:

- News: SamTrans set to roll out new service changes
- News: SamTrans Board of Directors votes to join regional transit funding measure
- News: SamTrans patterns with San Mateo County Community Colleges and C/CAG to provide free transit passes
- News: SamTrans to run Sunday schedule for Labor Day

- Podcast: Wheel Talk: The Big Sync

- Blog: SamTrans Board votes to join regional measure to address Caltrain budget deficit and generate nearly $50 million annually in locally controlled funding for San Mateo County

- Podcast: The Grand Boulevard Initiative: Turning El Camino Real into a street for everyone

Article Mentions:

- Battery Electric Buses (BEB) infrastructure investment: ABC7 KGO, KCBS News Radio, Hoodline, The Almanac, NewsBreak, Bay City News, KRON4, Mass Transit

- Regional Transit Funding Measure: ABC7 KGO, NBC Bay Area KNTV, NewsBreak, San Mateo Daily Journal, KRON4, Telemundo 48, Palo Alto Daily Post

- Service changes: Fox2 KTVU

- The Big Sync: ABC7 KGO, Fox2 KTVU, Contra Costa News

- San Mateo County Community College District (SMCCCD) free student passes: NewsBreak, Telemundo 48

Social Media Activities

Digital Marketing Report

- In August, SamTrans had a service change on August 3 (Runbook 151) to match bell times and improve on-time performance

- A graphic was created to summarize all the changes to SamTrans' audience

- As part of the Bus Stop Improvement Plan, SamTrans launched a new bus benches pilot program in Redwood City, South San Francisco, Daly City and Pacifica for riders to test the benches and provide feedback

- A vertical video was made to showcase all the different types of benches

- SamTrans did a month long push to encourage students to sign up for the Way2Go pass and highlight routes to our local community colleges

- Individual posts went out to highlight Canada College, College of San Mateo and Skyline College, respectively

Other Digital Marketing Highlights

- SamTrans Board of Directors voted to join Senate Bill 63
- SamTrans Community Walk Audit for Central El Camino Real Multimodal Plan
- Drive With Us Bus Operator Recruitment Campaign
- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign
- SamTrans Citizens Advisory Committee

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.

AUGUST 2025	AUGUST 2024	% Change
Impressions: 1,631,269	Impressions: 149,469	+991.4%
Engagements: 4,075	Engagements: 3,685	+10.6%
Post Link Clicks: 1,409	Post Link Clicks: 1,455	-3.2%

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

Social media impressions were higher because of:

- Engagement with all community colleges in San Mateo County to share information about the Way2Go Pass.
- Paid campaign for community college routes.
- Engagement with other public agencies and mutual promotion.
- Bus Bench Pilot Program campaign content.

Marketing Activity Highlights

Ride Plus Campaign

August Ride Plus Marketing Metrics

Ride Plus web content views:

- Total Impressions: 93,489 (July: 41,669)
- Total Ad/Post Clicks: 1,059 (July: 2,450)
- August Ad Spend: $368.64 (July: $993.27)
- Outreach Contacts: 55 (in East Palo Alto)

Effortless Travel Campaign

Bay Area Newsgroups Ad Network

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

- SamTrans ETEP Ads:
  - Web views: 25,425 (July: 33,260)
  - Total Impressions: 2,580,835 (July: 2,348,973)
  - Ad Clicks: 20,300 (July: 18,597)
  - June Spend: $15,379.05 (July: $12,371.79)

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

BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Finance Committee Meeting
Committee of the Whole

October 8, 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

10.a.	Call to Order	
10.b.	Approval of Minutes of the Finance Committee Meeting of September 3, 2025	Motion
10.c.	Awarding a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of $73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of $71,804,748	Motion
10.d.	Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of $1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of $365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board	Motion

Note:

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

10.e. Classification and Compensation Study Results Informational

10.f. Adjourn

Note:

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

San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California

Finance Committee Meeting / Committee of the Whole
DRAFT Minutes of September 3, 2025

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

Members Absent: None

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

Other Board Members Absent: None

Staff Present: E. Beach, J. Cassman, A. Chan, T. Huckaby, L. Lumina-Hsu, M. Tseng, S. van Hoften, K. Yin

10.a. Call to Order
Committee Chair Esser called the meeting to order at 3:34 pm.

10.b. Approval of Minutes of the Finance Committee Meeting of August 6, 2025

Motion/Second: Ratto/Chuang
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: None

10.c. Awarding Contracts to Corey, Canapary & Galanis and EMC Research, Inc. for On-Call Market Research and Survey Services for an Aggregate Not-To-Exceed Amount of $2.1 Million for a Three-Year Base Term, with Up to Two Additional One-Year Option Terms
Emily Beach, Chief Communications Officer, Taylor Huckaby, Deputy Chief Communications Officer, and Kevin Yin, Director, Contracts and Procurement, provided the presentation, which included the following:

- Streamlining and time/cost benefits with on-call market research to carry out surveys
- Reasons for on-call contracts that include the minimization of a lengthy public procurement and prevention of exhausting the contract authority
- 17 projects delivered from Fiscal Years 2019 - 2025 with 70 percent total contract capacity used ($1.2 million)
- Solicitation process and work directives issuance

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

- Contract spending is not restricted to a yearly amount; cannot spend over $2.1 million within the five years for solely SamTrans
- Contract capacity increase from original amount by 44 percent due to unforeseen costs relating to customer experience and ridership growth surveys; pricing locked in for five years with the option to exercise two, one-year options (total of seven years in costs)
- Change in ridership due to pandemic, causing re-evaluation of parts of the Reimagine SamTrans and the approach for surveys Change in ridership due to the pandemic, causing re-evaluation of parts of Reimagine SamTrans and the approach towards surveys
- Survey data is specific to SamTrans and its riders

The Committee Members and staff discussed options for providing updates to the Board on use of the on-call bench for this and similar on-call contracts. Board Chair Gee suggested staff include anticipated line items in biennial budgets for anticipated use of on-call contracts and quarterly or biannual written reports to the Board on the use of this and other on-call contracts. The Committee members supported this request.

Public Comment
Roland commented on District on-call contracts.

Substitute Motion by Director Speier to reduce Not-To-Exceed Amount to $1.3 million. No second. Motion failed.

Amended Motion by Director Gee: Move staff recommendation and include quarterly reports to the Board on use of the contract. Director Canepa seconded.
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Chuang, Gee
Noes: Speier
Absent: None

10.d. **Adjourn** – The meeting adjourned at 4:13 pm.

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 a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of $73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of $71,804,748**

Action

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

1. Award a contract to MV Transportation, Inc. of Dallas, Texas (MV) to provide Redi-Wheels Paratransit Service (Services) for a five-year base term for a not-to-exceed amount of $73,073,885, with up to four one-year option terms for an additional not-to-exceed amount of $71,804,748.

2. Authorize the General Manager/CEO or designee to execute a contract with MV in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreement, and in a form approved by legal counsel.

3. Authorize the General Manager/CEO or designee to exercise up to four one-year option terms, if in the best interest of the District.

Significance

Since 1977, the Services have played an important role in improving the quality of life for seniors and people with disabilities in San Mateo County. The Services' mission is to enhance the mobility and activities of daily living for those persons who depend on the paratransit system as the “mobility lifeline” to their communities.

Award of the contract will provide the District with an experienced firm responsible for operating and managing paratransit services in a safe, timely, efficient, and professional manner. MV will operate the Services for up to nine years, thereby ensuring continuity of this essential service. The District provides and maintains paratransit vehicles for Redi-Wheels, MV will supplement the paratransit fleet with up to twelve (12) sedans to address capacity and performance. Additionally, MV will subcontract and administer a supplemental taxi service to

be utilized as an adjunct to Redi-Wheels when the District's paratransit fleet and MV's supplemental fleet have inadequate capacity to serve District customers or when it is the most economical method for the District to serve a trip.

Budget Impact

The Fiscal Year (FY) 2025, 2026, and 2027 Operating Budgets include $17,247,597, $19,561,000, and $20,396,727, respectively for Contracted American Disability Act Programs, which includes the Services. The remaining years of the contract term will be included in future year Operating Budgets and funded by a variety of federal, state and/or regional sources as well as local District sales tax revenues.

Background

On June 18, 2025, the District issued Request for Proposals (RFP) 25-S-S-102 for the Services. The RFP was posted on the District's e-procurement website and solicitation notification was sent to 115 firms that were registered in the vendor database. Additionally, the RFP was distributed to 250 firms registered with other public agencies across the United States that use the same e-procurement service provider. A total of eight firms attended the pre-proposal conference, which was held on June 26, 2025. The District received four responsive proposals, as follows:

1. First Transit Inc. of Lombard, Illinois (Incumbent)

2. Keolis Transit Services, LLC of Boston, Massachusetts

3. MV Transportation, Inc. of Dallas, Texas

4. WeDriveU, Inc. of San Francisco, California

A Selection Committee (Committee), composed of qualified staff from the Bus Transportation, Accessible Transit Services, and Safety and Security Administrations departments, evaluated, scored, and ranked these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Max Points
Company Qualifications, Experience and References	20 points
Qualifications and Experience of Key Personnel	20 points
Project Understanding and Management Plan	30 points
Use of Qualified Employees of the Prior Contractor (Labor Code Section 1070)	10 points
Cost Proposal	20 points
Small Business Enterprise (SBE) Preference	5 points
Total Possible Points	**105**

All four firms committed to utilizing SBE firms and all four firms received five points for the SBE Preference.

The Committee determined MV to be the highest-ranked firm to provide the Services, and staff and legal counsel determined that MV's proposal complies with the requirements of the solicitation documents. MV possesses the requisite experience and has the required qualifications to successfully perform the scope of services as defined in the solicitation documents. MV and its subcontractors have extensive experience working on similar projects, including providing paratransit service for the Los Angeles Department of Transportation and Access Services, the paratransit provider for the San Fernando Valley Region. MV currently provides the Contracted Urban Bus services and Coastside services, including RediCoast paratransit and demand-response rural transit services, for the District. Additionally, MV provided the Redi-Wheels service for the District from 2004 through 2014.

Staff successfully negotiated contract terms, including prices, with MV. Staff conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services. The Services under this proposed new contract are scheduled to start on January 1, 2026.

Prepared By:	Wessam Zanaty	Procurement Administrator II	650-508-7908
	Kelley Shanks	Manager, Bus Contracts	650-508-6324

Resolution No. 2025-

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

*** * ***

Awarding a Contract to MV Transportation, Inc. for Redi-Wheels Paratransit Service for a Total Not-To-Exceed Amount of $73,073,885 for a Five-Year Base Term, with up to Four One-Year Option Terms for an Additional Not-To-Exceed Amount of $71,804,748

Whereas, on June 18, 2025, the San Mateo County Transit District (District) issued Request for Proposals (RFP) 25-S-S-102 for Redi-Wheels Paratransit Service (Services) for a five-year term, with up to four one-year option terms, which includes operating and managing paratransit services in a safe, timely, efficient, and professional manner; and

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

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

Whereas, the Committee determined that MV Transportation, Inc. of Dallas, Texas (MV) was the highest ranked firm; and

Whereas, staff and legal counsel reviewed MV's proposal and determined that the proposal complies with the requirements of the RFP; and

Whereas, the Committee determined that MV possesses the requisite experience and qualifications to successfully perform the Services; and

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

Whereas, staff performed a price analysis and determined that MV's negotiated prices are fair, reasonable, and consistent with those charged for similar work in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to MV to provide the Services for a five-year base term for a total not-to-exceed amount of $73,073,885, with up to four one-year option terms for an additional not-to-exceed amount of $71,804,748.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract for Redi-Wheels Paratransit Service to MV Transportation, Inc. for a five-year base term for a total not-to-exceed amount of $73,073,885, with up to four one-year option terms for an additional not-to-exceed amount of $71,804,748; and

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

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

Regularly passed and adopted this 8th day of October, 2025, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

22163670.2

Redi-Wheels Paratransit Service



Board of Directors Meeting October 8, 2025

Presenters: Kelley Shanks and Kevin Yin

Redi-Wheels Paratransit Service

- Background
- Service Overview
- Solicitation Process
- Price Analysis
- Budget Impact
- Proposed Actions

Background

- In 1977, SamTrans introduced paratransit
- The Americans with Disabilities Act (ADA) was passed and signed into law in 1990
- In 2001, supplemental taxi service began
- Same-day service was launched in 2023

Service Overview

ADA requires the District to provide complementary paratransit service **within ¾ mile of a fixed route bus**, at the **same hours and days**, and **for no more than twice of the fixed route fare**.

- Paratransit $4.25/trip, $1.75 with lifeline

  (Fixed route $2.25/trip, $1.10 with eligible discount)
- Service Area - Bayside of San Mateo County and Pacifica, as well as parts of San Francisco and Palo Alto
- 24-hour service

Service Overview (continued)

Operations

- Reservations – Must call between 1-7 days in advance. Same-day rides are scheduled on space-available basis.
- Scheduling - The team utilizes software to create efficient trips, assign vehicles, and communicate trip information with riders

Service Overview (continued)

Who we serve

- 5,295 certified for SamTrans paratransit
- 2,924 individual riders in the last year
- 662 weekday trips on average
  - 48% of trips are for medical appointments
  - 24% are subscription trips
  - 7% of trips are to/from Adult Day Care
  - Approximately 21% of trips address other destinations

Solicitation Process

- June 18, 2025: District issued a Request for Proposals for Redi-Wheels Paratransit Service
- RFP advertised on Agencies' eProcurement website
- District received four responsive proposals:
  - First Transit Inc. of Lombard, Illinois (Incumbent)
  - Keolis Transit Services, LLC of Boston, Massachusetts
  - MV Transportation, Inc. of Dallas, Texas
  - Wedriveu, Inc. of San Francisco, California

Solicitation Process (continued)

- Selection Committee reviewed, evaluated, scored, and ranked proposals in accordance with evaluation criteria in RFP
- Committee determined MV to be the highest-ranked firm
- MV possesses the requisite experience and has the required qualifications to successfully perform the scope of services as defined in the solicitation documents

Price Analysis

- Staff conducted price analysis
- Negotiated prices found to be fair, reasonable, and consistent with those paid for similar services in the Bay Area

Budget Impact

- Funds to support this contract are included in District's current operating budget and will be included in future years' operating budgets
- Funded by a variety of federal, state and/or regional sources as well as local District sales tax revenues

Proposed Actions

1. **Award a contract to MV Transportation, Inc.** Of Dallas, Texas to provide **Redi-wheels Paratransit Service** for a **five-year base term** for a not-to-exceed amount of $73,073,885, with up to **four one-year option terms** for an additional not-to-exceed amount of **$71,804,748**

2. **Authorize General Manager/CEO** or designee to **execute a contract with MV** in full conformity with RFP and negotiated agreement, and in a form approved by legal counsel

3. **Authorize General Manager/CEO** or designee to **exercise up to four one-year option terms**

Thank you



Please email YinK@samtrans.com with any questions.

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer
David Santoro, Deputy General Manager
Tabby Davenport, Director of Safety and Security

Subject: **Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of $1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of $365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board**

Action

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

1. Award a contract to Alineds, LLC of Round Rock, Texas (Alineds) to provide Closed Circuit Television (CCTV) Project Management Services (Services) for a not-to-exceed amount of $1,461,913 for a four-year base term, with a one-year option term for a not-to-exceed amount of $365,478.

2. Authorize the General Manager/CEO or designee to execute a contract with Alineds in full conformity with the terms and conditions of the solicitation documents and negotiated agreement, and in a form approved by legal counsel (Contract).

3. Authorize the General Manager/CEO or designee to exercise the one-year option term, if in the best interest of the District.

4. Authorize the General Manager/CEO or designee to execute documents and take other actions that may be necessary for the Peninsula Corridor Joint Powers Board (JPB) to contribute 50 percent of all Contract costs.

Significance

Award of this Contract will provide the District and the JPB with a qualified and experienced consulting firm that is well-versed in public transit capital projects to support the implementation of the District and JPB CCTV enterprise upgrade project (Project), from start to finish. Alineds will coordinate with internal teams and external Project partners, develop the independent cost estimates and cost validation for Project design and implementation, lead the

solicitation of proposals for Project design and implementation, support vendor evaluation, and ensure deployment of the new CCTV system meets design, infrastructure, cybersecurity, and assessment standards. Alineds also will manage testing, quality assurance, and regulatory compliance for the Project, while leading training, change management, transition planning, and documentation efforts to ensure long-term system reliability and success.

Though the proposed Contract will be between the District and Alineds, it will cover work needed by both the District and the JPB.

Budget Impact

The CCTV Assessment for District Facilities Project was approved by the Board in Fiscal Year (FY) 2025 with a total budget of $1.5 million, funded with District Sales Tax, pursuant to Resolution No. 2024-39. The Contract costs will be shared between the District and the JPB, consistent with the Board-approved Project budget. The District and JPB will formalize this arrangement to ensure that the two agencies share Contract costs evenly. Other Project costs are likely to be subject to one or more alternative cost-sharing arrangements.

Background

The District's and JPB's CCTV system has reached end-of-life. It is more than 10 years old, many of the components are now unsupported, and it is no longer covered under a maintenance contract. Assessments conducted by consultants in 2023 found that:

- Existing servers and infrastructure were at end-of-life and required replacement.
- The current CCTV system relies heavily on wireless bridges, creating reliability and performance risks.
- There is limited opportunity to integrate with current technologies, thereby reducing system effectiveness, with decreasing compatibility expected in the future.
- Security vulnerabilities and lack of modern protections put the District's cybersecurity at risk.
- Interim fixes are not sustainable and a full enterprise-level upgrade is urgently required.

Given the highly technical and specialized nature of CCTV systems, the District and JPB determined there is a need for a qualified consultant to assist and oversee this enterprise-level upgrade.

On June 3, 2025, the District issued a Request for Proposals (RFP) 25-S-P-091 for the Services. The RFP was advertised on the District's e-procurement website. On June 27, 2025, the District received proposals from the following firms, which staff and legal counsel determined were responsive to the RFP requirements:

1. Alineds, LLC. of Round Rock, TX

2. Auriga Corporation of Milpitas, CA

A Selection Committee (Committee), composed of qualified staff from the District and JPB, reviewed, evaluated, and ranked these proposals in accordance with the following weighted criteria:

EVALUATION CRITERIA	MAXIMUM POINTS
Project Understanding and Management Plan	30 Points
Company Qualifications, Experience, and References	30 Points
Qualifications and Experience of Key Personnel	20 Points
Cost Proposal and/or Labor Rates	20 Points
Small Business Enterprises (SBE) Preference	5 Points

Auriga was the only proposer to receive five points for the SBE Preference.

Upon completion of the RFP evaluation process, including interviews and reference checks, the Committee determined that Alineds was the highest-ranked firm to provide the Services. The firm possesses the requisite depth of experience and qualifications to successfully perform the Services as defined in the solicitation documents.

Staff successfully negotiated contract terms, including prices, with Alineds. Staff conducted a price analysis and determined the negotiated prices to be fair, reasonable, and consistent with those paid by other public agencies in the Bay Area for similar services.

Prepared By:	Vanessa Mariano	Procurement Administrator II	650-622-8013
	Scott Kirkpatrick	Deputy Director, Safety and Security	650-622-8045
	Roderick Sims	Senior Rail Safety Officer	650-508-7725

Resolution No. 2025-

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

*** * ***

Awarding a Contract to Alineds, LLC to Provide Closed Circuit Television Project Management Services for a Four-Year Base Term for a Not-To-Exceed Amount of $1,461,913, with a One-Year Option Term for an Additional Not-To-Exceed Amount of $365,478, and Authorizing Cost-Sharing with the Peninsula Corridor Joint Powers Board

Whereas, on June 3, 2025, San Mateo County Transit District (District) issued Request for Proposals (RFP) number 25-S-P-091 for Closed Circuit Television (CCTV) Project Management Services (Services); and

Whereas, in response to the RFP, the District received two proposals, both of which staff found to be responsive to the requirements of the RFP; and

Whereas, a Selection Committee (Committee), composed of qualified staff from the District and Peninsula Corridor Joint Powers Board (JPB) reviewed, evaluated and ranked these proposals in accordance with the weighted criteria set forth in the RFP; and

Whereas, the Committee determined that Alineds, LLC of Round Rock, Texas (Alineds) was the highest ranked proposer; and

Whereas, the Committee also determined that Alineds possesses the requisite depth of experience and has the required qualifications to successfully perform the Services as defined in the solicitation documents; and

Whereas, staff and legal counsel reviewed Alineds' proposal and determined it complies with the requirements of the RFP; and

Whereas, staff conducted a price analysis and determined that Alineds' negotiated prices are fair, reasonable, and consistent with those charged for similar work and products in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Alineds to provide the Services for a four-year base term of $1,461,913, with a one-year option term for an additional not-to-exceed amount of $365,478 (Contract); and

Whereas, staff further recommends that the Board authorize the General Manager/CEO or designee to execute documents and take other actions that may be necessary for the JPB to contribute 50 percent of all Contract costs.

Now, Therefore, Be It Resolved that the Board of Directors of San Mateo County Transit District hereby awards a contract to Alineds, LLC of Round Rock, Texas to provide Closed Circuit Television Project Management Services for a four-year base term for a not-to-exceed amount of $1,461,913, with a one-year option term for a not-to-exceed amount of $365,478; and

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

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise a one-year option term, if in the best interest of the District; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute documents and take other actions that may be necessary for the JPB to contribute 50 percent of all Contract costs.

Regularly passed and adopted this 8th day of October, 2025, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

Closed Circuit Television Project Management Services



October 8, 2025

Executive Summary

- District and Peninsula Corridor Joint Powers Board (JPB) have aging Closed Circuit Television (CCTV) system, many components are now unsupported
- Assessments conducted by consultants, Hatch and Convergint, in 2023 found:
  - Existing servers and infrastructure require replacement
  - Current CCTV system are creating reliability and performance risks
  - Limited opportunity to integrate with current technologies, reducing system effectiveness and decreasing compatibility
  - Security vulnerabilities put the district's cybersecurity at risk
  - Interim fixes not sustainable; full enterprise-level upgrade required

Background

CCTV Upgrade Project will be done in three phases:

1. Project Management Services (including assessment)
2. Software and Hardware
3. System Integrator

Scope of Services

Phase 1: CCTV Project Management Services (including assessment)

1. Coordinates with internal teams and external partners
2. Develops an independent cost estimate and cost validation for Project design and implementation
3. Supports the RFP process for Project design and implementation
4. Ensures deployment of the new CCTV system meets design, infrastructure, cybersecurity, and assessment standards
5. Manages testing, quality assurance, and regulatory compliance for the Project
6. Leads training, change management, transition planning, and documentation efforts

Solicitation Process

- June 3, 2025: District issued a Request for Proposals for Closed Circuit Television Project Management Services
- RFP advertised on District's eProcurement website
- District received two responsive proposals:

    1. Alineds, LLC. of Round Rock, Texas
    2. Auriga Corporation of Milpitas, California

Solicitation Process (cont.)

- Selection Committee reviewed, evaluated, scored, and ranked proposals in accordance with evaluation criteria in RFP
- Committee determined Alineds to be the highest-ranked firm
- Alineds possesses the requisite experience and has the required qualifications to successfully perform the scope of services as defined in the solicitation documents

Price Analysis

- Staff conducted price analysis
- Negotiated prices found to be fair, reasonable, and consistent with those paid for similar services in the Bay Area

Budget Impact

- Pursuant to Resolution 2024-39, the Board approved a total budget of $1.5 million for the CCTV Assessment, funded with District Sales Tax
- Proposed Contract costs will be shared 50/50 between the District and the JPB, consistent with the Board-approved Project budget
- District and JPB will formalize this arrangement via an MOU
- Other Project costs are likely to be subject to one or more alternative cost-sharing arrangements

Proposed Actions

1. **Award a contract to Alineds, LLC** of Round Rock, Texas to provide **Closed Circuit Television Project Management Services** for a **four-year base term** for a not-to-exceed amount of **$1,461,913**, with a **one-year option term** for an additional not-to-exceed amount of **$365,478**
2. **Authorize General Manager/CEO** or designee to:
   - **Execute a contract with Alineds** in full conformity with RFP and negotiated agreement, and in a form approved by legal counsel (Contract)
   - **Exercise the one-year option term**
   - **Execute documents and take other actions** that may be necessary for the JPB to contribute 50% of all Contract costs

Thank You



San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Nathaniel D. Kramer, Chief People Officer
Kate Jordan Steiner, Chief Financial Officer

Subject: **Classification and Compensation Study Results**

Action

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

Significance

Gallagher (formerly Koff & Associates), a nationally recognized human resources consulting firm, conducted a study of the San Mateo County Transit District's (District) administrative job classification structure, compensation practices, and benefits package. Based on the outcomes of the study, Gallagher has developed a series of recommendations to align the District's administrative job classification and compensation structure with the goal of being an employer of choice in the Bay Area.

Gallagher's study was split into two parts. The study began with reviewing over 333 administrative positions serving the District/SamTrans, the Peninsula Corridor Joint Powers Board/Caltrain (JPB), and/or the San Mateo County Transportation Authority (TA). Gallagher reviewed over 288 position description questionnaire responses and 222 employee and supervisor interviews, and analyzed the related job descriptions. Gallagher's study compared similar work and responsibilities across divisions and compared them against the firm's "classification concept" model. Upon completion of this portion of the study, Gallagher recommended a classification plan that would reduce the number of the District's administrative job classifications from 213 to 148.

The second part of the study was a total compensation study. The compensation study was a market-focused, peer evaluation that compared District compensation with that of 13 agencies and cities, and private sector published data. Based on its findings, Gallagher proposed a new pay structure to achieve overall market competitiveness.

Staff has adjusted Gallagher's proposed pay structure based on input from the Executive Team and the Board's Personnel Ad Hoc Advisory Committee, composed of Chair Gee, Vice Chair Chuang, and Director Esser. These adjustments include shifts to pay range widths and midpoints to improve retention and maintain the earning potential of employees in existing pay grades.

The proposed new pay structure would expand the existing structure from 16 pay bands to 24 pay bands. The goal of the proposed new pay structure is to improve the District's competitiveness in recruiting, hiring and retaining employees.

Staff will present a proposed update to the District's Salary Ordinance in November, after incorporating any feedback received from the Board.

Budget Impact

There is no budget impact associated with this informational item. However, adoption of a new Salary Ordinance, reflecting 45 proposed equity adjustments, would require amendments to the District and JPB Fiscal Year 2026 operating budgets.

Background

In November 2022, the Board approved a contract with Gallagher to perform a Classification, Compensation, and Benefits study for the District's Administrative employees. The purpose of the study was to provide recommendations to align the District's classification structure and pay practices with the 10-year strategic plan goal of making the District an employer of choice in the San Francisco Bay Area.

The District's most recent comprehensive job evaluation and compensation analysis was completed in March 2018 by Segal Company, Inc. In the past seven years, the District has been reorganized, several new positions have been added, job responsibilities have changed, and the 2018 comparison to the external job market is outdated. The San Francisco Bay Area's economy and employment picture also have undergone dramatic transformation. All these conditions required the District to undergo a new study to determine its competitiveness relative to comparable employers.

Prepared By: Juliet Nogales-DeGuzman, Director, Human Resources 650-622-2390

Class & Comp Study Results and Staff Recommendations



Informational Item | CPO | October 8, 2025

Presentation Outline

1. Purpose of the Class & Compensation Study
2. Scope and Timeline of Study
3. Study Findings/Board Ad Hoc
4. Staff Recommendations
5. Next Steps

Gallagher: Purpose, Scope & Timeline

Purpose: to ensure job titles, levels and salaries are fair and consistent both internally and compared to market

Timeline for current study:

- **January 2023 –** Preliminary study design and staff education
- **May 2023** – Launch employee surveys & interviews
- **June 2024** - Gallagher draft results – Classification and Compensation
- **July 2025** - Board of Directors Ad Hoc review and direction
- **October 2025** - Staff Recommendation

Step 1: Classification Study

Step 1 – Classification Study

- Study focused on the classification and compensation system of over 333 SamTrans, TA and Caltrain administrative employees
- 288 position questionnaires were completed
- 222 voluntary interviews with participants and supervisors

Classification Methodology

Detailed employee position questionnaires, employee and supervisor interviews, thorough analysis of job description reviews:

1) Decision making and judgment
2) Difficulty and complexity of work
3) Supervisor responsibilities
4) Non-supervisor responsibilities
5) Minimum qualifications
6) Working conditions/risk factors
7) Who and what level of staff and stakeholders the employee interacts with

Key Findings on Classification

Review the District's current classifications, look for relationships among and between classifications and recommend a new classification structure

Recommend a “classification concept” model that sets uniform criteria for each class of positions … directors vs. managers

- Gallagher recommended reducing the District’s 213 classifications to 148 classifications in the new class plan
  - Compared similar work and responsibilities across divisions
  - Compared against Gallagher’s “classification concept” model
- **Findings:** 51% of employees’ current classifications did not match up with the Gallagher classification model

Step 2: Compensation Study

Step 2: Market-focused, peer evaluation of SMCTD compensation with twelve agencies, cities, and private sector published data:

AC Transit	BART
City of Redwood City	Economic Research Institute (Private Sector)
Golden Gate Transit	LA Metro
Metrolink	MTC
North County Transit (San Diego)	Orange County Transit
SFMTA	VTA
Sound Transit (Washington)	

Focusing on finding positions that perform similar work instead of comparing job titles

Key Findings on Compensation

Gallagher benchmarked 117 classifications and found:

a. 46 classification's top of scale were lower than the market median
b. 58 classification's top of scale were above the market median
c. 13 of the classifications benchmarked yielded insufficient data (less than 4 matches)

Important Context:

- Effect of "median" on the District
- Does not necessarily reflect what employee's actual pay rate is.
- Is moving to a market compensation salary structure the best going forward?

Challenges of Implementing Gallagher's Recommendations

Both classification and compensation results required large scale redefining of positions and divisions that likely would have negative impacts on employee morale and productivity:

a. Concerns about completely redesigning the District's salary structure
b. Require the retitling of numerous positions; impacts compensation
c. Destabilization of established divisions and teams
d. Risk of large-scale attrition
e. Concern about balancing recommendations with high cost of living

Compass Check with SamTrans Board Ad Hoc Committee

- Board Ad Hoc Committee Meeting class / comp study draft results (July 9, 2025)
  - Jeff Gee – Board Chair
  - Mariea Chuang - Vice Chair
  - Brooks Esser – Finance Committee Chair
- Attract and retain talent
- 10-Year Strategic Plan Goal #3: Become an Employer of Choice
  "*The District will provide compensation, benefits, and on-the-job resources and facilitates that attract and retain talent at every level*"

Staff Recommendation

The Pathway Forward: Staff Recommendation (Salary)

- Consistent compensation philosophy that applies equally to all classifications
- Limited number of salary adjustments
- Update current salary scales as follows:
  a. Adopt Gallagher's salary structure (salary bands)
  b. Adopt the recommended salary structure and reduce the size of our bands from 50% wide to the Gallagher Recommended pay bands of 40% wide
  c. Adjust the new pay bands 11% from Gallagher's 2023 recommendation
     - approximately 6 to 8% from our current pay bands

Staff Recommendation (Organizational Health)

- Implement Gallagher career pathways (ladders) for junior level career development
- Align the District's job titles with Gallagher's classification method as natural attrition takes place
- Review all pay scales at least every two years and determine whether an adjustment is necessary

Staff Recommendation (Support Retention and Pay Equity)

Goal to move the employee through the scale within approximately ten years.

Going Forward:

- At 3 years in "position," employees in good standing adjust to 30% of scale if not already there. Target implementation in November 2025
- At 8 years in position, employees in good standing adjust to 70% of scale if not already there. Target implementation July 1, 2026
- Consider performance award opportunities in line with the revamped performance management system in coming years

Cost Impacts of Implementing Staff Recommendations

Financial Impact of HR Proposed Scenario Including Fringe* by Agency - In Millions $					
Fiscal Year	ELJPA	PCJPB	SAMTR	SMCTA	Total
FY2026 Nov-Jun	$ 0.01	$ 0.20	$ 0.28	$ 0.03	$ 0.52
FY2027	$ 0.01	$ 0.41	$ 0.67	$ 0.07	$ 1.16
FY2028	$ 0.02	$ 0.77	$ 0.97	$ 0.10	$ 1.86
FY2029	$ 0.03	$ 1.44	$ 1.56	$ 0.16	$ 3.18
FY2030	$ 0.03	$ 1.10	$ 1.44	$ 0.13	$ 2.69
FY26-FY30 Total	**$ 0.09**	**$ 3.91**	**$ 4.91**	**$ 0.49**	**$ 9.41**

* Fringe is calculated at 58.64% for PCJPB and 63.82% for the remainder of the agencies. These amounts are based on budgeted assumptions and are intentionally conservative, as some fringe benefits are fixed and will not affect incremental labor costs.

The Big Picture

	Support Recruitment	Support Retention	Potential Risks/Cost
Gallagher	Neutral	-	• Potential increase of attrition • Risk of destabilization and loss of productivity • Est. cost in year one $765,770 with fringe
Staff Recommendation	+	+	Approx. $9.4M for all agencies over 5 years with $520K cost in year one
Status Quo	-	-	No increase in market competitivity No increased support in recruiting talent Does not support retaining staff

Next Steps

October 2025	Receive and incorporate input from the Board of Directors
November 2025	Propose adoption of recommendations and new Salary Ordinance to the SamTrans Board of Directors
November 2025	Bring staff below the minimum of new ranges to minimum Implement the 3-year and 30% adjustments for those who qualify
On-going	Ensure job levels are clearly defined and consistent with responsibilities
July 2026	Implement 8-year adjustments for those employees who qualify

Thank You



Please email KramerN@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

October 8, 2025 – 3:00 pm

or immediately following the Finance Committee meeting

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

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

11.a.	Call to Order	
11.b.	Approval of Minutes of the Legislative Committee Meeting of September 3, 2025	Motion
11.c.	Receive Legislative Update	Informational
11.d.	Receive Senate Bill 63 Update	Informational
11.e.	Adjourn	

Note:

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

San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California

Legislative Committee Meeting / Committee of the Whole
DRAFT September 3, 2025

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

Members Absent: None

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

Other Board Members Absent: None

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

11.a. Call to Order
Committee Chair Powell called the meeting to order at 4:13 pm.

11.b. Approval of Minutes of the Legislative Committee Meeting of August 6, 2025

Motion/Second: Medina/Esser
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: None

11.c. Legislative Update
Jessica Epstein, Director, Government and Community Affairs, provided the presentation, which included the following:
Federal

- Federal grant reduction
- No discretionary grants for SamTrans; San Mateo County 84/101 project receiving scrutiny for costs

State

- Legislature back in session
- Signing and vetoing of bills by Governor Gavin Newsom
- SamTrans Job Order Contracting Bill to be presented to Governor after passing the Senate and Assembly

Director Speier left the meeting at 4:20pm.

DRAFT

11.d. Receive Senate Bill 63 Update

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

- Upcoming final amendments to Senate Bill (SB) 63
- Cap-and-Trade rebranding toCap-and-Invest

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

- Final Santa Clara Valley Transit Authority (VTA) Board decision
- Opt-in and opt-out conditions
- Cap-and-Invest discussions at different transit agencies

Director Speier rejoined the meeting at 4:36pm.

Public Comment

Geoff S, Peninsula Democratic Socialists of America (DSA), commented on gross receipts tax, and SamTrans decision to opt-in to SB 63.

Roland commented on Cap-and-Invest and California High Speed Rail funding.

Adina Levin, Seamless Bay Area, commented on housing, transit improvements, complimentary projects and transit funding, and regional funding.

11.e. Adjourn – The meeting adjourned at 4:43 pm.

DRAFT

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**

Action
Staff proposes the Committee recommend the Board receive the attached federal, state, and regional legislative updates.

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

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

San Mateo County Transit District
State Legislative Matrix 9/22/2025

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 102 Gabriel D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	The Budget Act of 2025 would make appropriations for the support of state government for the 2025–26 fiscal year. This bill would amend the Budget Act of 2025 by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

San Mateo County Transit District
State Legislative Matrix 9/22/2025

Bill ID/Topic	Location	Summary	Position
AB 339 Ortega D Local public employee organizations: notice requirements.	This bill is on the Governor's desk.	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 45 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, subject to certain exceptions. 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. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

San Mateo County Transit District
State Legislative Matrix 9/22/2025

Bill ID/Topic	Location	Summary	Position
AB 370 Carrillo D California Public Records Act: cyberattacks.	This bill was signed by the Governor on July 14, 2025.	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
AB 394 Wilson D Public transportation providers.	This bill is headed to the Governor's desk.	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

San Mateo County Transit District
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Bill ID/Topic	Location	Summary	Position
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
AB 476 González, Mark D Metal theft.	This bill is headed to the Governor's desk.	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. This bill contains other related provisions and other existing laws.	Support July 2025

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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 on the Governor's desk.	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 1014 Rogers D Traffic safety: speed limits.	This bill is on the Governor's desk.	Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law requires the Department of Transportation, by regulation, to require speed limits to be rounded up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. Existing law authorizes a local authority to additionally lower the speed limit in specified circumstances, or retain the currently adopted speed limit in certain circumstances. This bill would authorize the department to additionally lower or retain the speed limit in those specified circumstances. This bill contains other related provisions and other existing laws.	Watch
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

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Bill ID/Topic	Location	Summary	Position
AB 1067 Quirk-Silva D Public employees' retirement: felony convictions.	This bill is on the Governor's desk.	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 the public employee is convicted of a felony for 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.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1085 Stefani D License plates: obstruction or alteration.	This bill is on the Governor's desk.	Existing law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. Existing law prohibits a person from installing or affixing on a vehicle a casing, shield, frame, border, product, or other device that obstructs or impairs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. Existing law also prohibits the sale of a product or device that obscures, or is intended to obscure, the reading or recognition of a license plate by visual means, or by an electronic device in violation of the above-described provisions. A conviction for a violation of this provision is punishable by a fine of two hundred fifty dollars $250 per item sold or per violation. A violation of the Vehicle Code is a crime. This bill would further prohibit a person from installing or affixing a shade or tint that obstructs the reading or recognition of a license plate by an electronic device operated by state or local law enforcement, an electronic device operated in connection with a toll road, high-occupancy toll lane, toll bridge, or other toll facility, or a remote emission sensing device, as specified. The bill would further prohibit the manufacture of these products and devices in the state and impose a $1,000 fine per item sold or manufactured for a violation of these provisions. The bill would also make clarifying changes. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1207 Irwin D Climate change: market-based compliance mechanism: extension.	This bill was signed by the Governor on September 19, 2025.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, as defined. The act authorizes the state board to revise regulations or adopt additional regulations to further the act. The act authorizes that state board to include in those regulations the use of a market-based compliance mechanism to comply with those regulations. This bill would require the state board to adopt regulations for greenhouse gas emissions limits and emissions reduction measures to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions to instead achieve certain emissions reductions goals and the purposes of the act. The bill would require the state board, in adopting regulations, to design the regulations in a manner that transitions support from gas corporations to electrical distribution utilities to minimize ratepayer impacts and meet the emissions reduction goals of the act. The bill would require the state board to consider the effects of the regulations on affordability, cost-effectiveness, minimization of leakage in California, and achieving the emissions reduction goals of the act. The bill would state the intent of the Legislature that the market-based compliance mechanism be known as the California Cap-and-Invest Program. This bill contains other existing laws.	Watch

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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 headed to the Governor's desk.	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 require, on or before January 1, 2027, transit operators, as defined, to establish a streamlined recertification process for eligible persons, as specified. The bill would require, on and after June 1, 2027, transit operators to only use the streamlined recertification process for eligible persons unless certain conditions apply. The bill would define "eligible persons" as persons who receive, or who are eligible to receive, paratransit services based on a disability and whose disability cannot reasonably be expected to improve over time, as determined by the person's qualified licensed medical professional, and whose ability to access the fixed route system cannot reasonably be expected to improve over time, as determined by the transit operator. To the extent the bill would impose additional duties on a local agency, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support August 2025
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

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Bill ID/Topic	Location	Summary	Position
AB 1340 Wicks D Transportation network company drivers: labor relations.	This bill is on the Governor's desk.	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. Existing law also establishes the Public Employment Relations Board (board) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining. Existing law vests the board with jurisdiction to enforce certain provisions over charges of unfair practices for represented employees. This bill, the Transportation Network Company Drivers Labor Relations Act (act), would establish that transportation network company (TNC) drivers have the right to form, join, and participate in the activities of TNC driver organizations, to bargain through representatives of their own choosing, to engage in concerted activities for the purpose of bargaining or other mutual aid or protection, and to refrain from such activities. The bill would require the board to enforce these provisions. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 1410 Garcia D Utilities: service outages and updates: alerts.	This bill is headed to the Governor's desk.	Existing law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, gas corporations, and water corporations, while local publicly owned electric utilities are under the direction of their governing boards. 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, except as provided, each electrical corporation, gas corporation, water corporation, or local publicly owned electric utility, on or before March 1, 2026, to automatically enroll its 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 of those utilities to annually provide information on customers' bills on how to update their preferred contact methods and to allow customers to update their contact information on the utility's internet website or, if feasible, by 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 on the Governor's desk.	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 ownership of that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of the ownership of that equipment from the prohibition if the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives, the equipment produces emissions equivalent to any equipment within any of those federal categories, or the diesel engine is removed from the equipment, as specified.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 63 Wiener D San Francisco Bay area: local revenue measure: public transit funding.	This bill is headed to the Governor's desk.	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 Public Transit Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda, Contra Costa, San Mateo, and Santa Clara 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 14 years, and in an amount of 0.5% in each of the above-described counties located within the district and 1% in the City and County of San Francisco, subject to voter approval at the November 3, 2026, statewide general election. After payments are made for various administrative expenses, the bill would require the district to transfer specified portions of the proceeds of the tax to the commission for allocation to certain programs and other purposes and for allocation to the Alameda-Contra Costa Transit District, the Peninsula Corridor Joint Powers Board, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, and other specified transit agencies, for transit operations expenses, and would require the district to transfer specified portions of the proceeds of the tax directly to other specified local transportation agencies, including the San Mateo County Transit District and the Santa Clara Valley Transportation Authority, for public transit expenses, as prescribed. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 71 Wiener D California Environmental Quality Act: exemptions: transit projects.	This bill is on the Governor's desk.	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.	This bill is headed to the Governor's desk.	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 housing element. 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. Existing law requires the inventory of land to be used to identify sites throughout the community that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need. Existing law requires each local government to revise its housing element in accordance with a specified schedule. This bill would require that a housing development project, as defined, within a specified distance of a transit-oriented development (TOD) stop, as defined, be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with applicable requirements, as specified. Among these requirements, the bill would require a project to include at least 5 dwelling units and establish requirements concerning height limits, density, and residential floor area ratio in accordance with a development's proximity to specified tiers of TOD stops, as provided. The bill would provide that, for the purposes of the Housing Accountability Act, a proposed development consistent with the applicable standards of these provisions as well as applicable local objective general plan and zoning standards 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, beginning on January 1, 2027, as provided. These provisions would not apply to a local agency until July 1, 2026, except as specified, or within unincorporated areas of counties until the 7th regional housing needs allocation cycle. 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.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 101 Wiener D Budget Act of 2025.	This bill was signed by the Governor on June 27, 2025.	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 105 Wiener D Budget Acts of 2021, 2023, 2024, and 2025.	This bill was signed by the Governor on September 17, 2025.	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 131 Committee on Budget and Fiscal Review Public Resources.	This bill was signed by the Governor on June 30, 2025.	Existing law establishes the Homeless Housing, Assistance, and Prevention program, administered by the Interagency Council on Homelessness, with respect to rounds 1 to 5, inclusive, of the program, and the Department of Housing and Community Development, with respect to round 6 of the program, for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. This bill would establish round 7 of the program. The bill would authorize the Department of Finance to augment Item 2240-001-0001 of the Budget Act of 2025 by $8,000,000 from the General Fund to prepare to administer round 7 of the program, as specified. The bill would require the Department of Finance to provide notification of any augmentation within 10 days to the Joint Legislative Budget Committee. The bill would, effective July 1, 2026, appropriate $500,000,000, as specified, provided that these funds be disbursed in accordance with specified requirements, including that funds from this appropriation be disbursed to a city, county, tribe, or continuum of care for round 7 of the program after a declaration by the director of the department, in consultation with the Director of Finance, that the department has substantially completed its initial disbursement of round 6 funds to the city, county, tribe, or continuum of care, and that the city, county, tribe, or continuum of care has obligated at least 50% of its total round 6 award. The bill would state the intent of the Legislature to enact future legislation that specifies the parameters for round 7 of the program, as specified. This bill contains other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 153 Committee on Budget and Fiscal Review Transportation budget trailer bill.	This bill was signed by the Governor on September 17, 2025.	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs. This bill contains other existing laws.	Watch
SB 272 Becker D San Mateo County Transit District: job order contracting: pilot program.	This bill is on the Governor's desk.	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

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Bill ID/Topic	Location	Summary	Position
SB 419 Caballero D Hydrogen fuel.	This bill is on the Governor's desk.	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
SB 506 Committee on Transportation Transportation: omnibus bill.	This bill is headed to the Governor's desk.	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 512 Pérez D District elections: initiatives.	This bill is headed to the Governor's desk.	Existing law prescribes the procedures by which a proposed ordinance may be submitted to the governing board of a district by an initiative measure. These procedures do not apply to specified districts, including a district formed under a law that does not provide a procedure for elections. This bill would authorize the voters of any district that has authority to impose a transactions and use tax for transportation purposes to impose a retail transactions and use tax by an initiative measure. The bill would prohibit the initiative tax from exceeding the maximum authorized rate for a tax imposed by an ordinance enacted by the governing body of the district, and the bill would require the initiative measure to contain all spending limitations and substantive accountability standards applicable to a tax imposed by an ordinance enacted by the governing body. To the extent the bill would increase the duties of county elections officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 578 Smallwood-Cuevas D California Workplace Outreach Program.	This bill is headed to the Governor's desk.	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 for qualified organizations, as defined, to provide education and outreach services to workers and to assist workers to assert their workplace rights. This bill would require the department to guide discussions with qualified organizations regarding priority topics for outreach and education and to consult with those organizations and the Labor and Workforce Development Agency and, as relevant, its departments and boards to create education and outreach materials informing workers of their rights on priority topics and training materials for workers and organizations. The bill would require the materials to be translated into non-English languages, to be determined by the department in consultation with each qualified organization, as appropriate for the geographic region the qualified organization serves. The bill would require the department and qualified organizations to meet at least twice a year to coordinate outreach and education efforts and for qualified organizations to share information relevant to enforcement activities of the department.	Watch
SB 642 Limón D Employment: payment of wages.	This bill is on the Governor's desk.	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. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
SB 707 Durazo D Open meetings: meeting and teleconference requirements.	This bill is headed to the Governor's desk.	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, beginning July 1, 2026, and 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. The bill would require an eligible legislative body, on or before July 1, 2026, to approve at a noticed public meeting in open session a policy regarding disruption of telephonic or internet services occurring during meetings subject to these provisions, as specified, and would require the eligible legislative body to comply with certain requirements relating to disruption, including for certain disruptions, recessing the open session for at least one hour and making a good faith attempt to restore the service, 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.	This bill is in the Senate Rules Committee, 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 was signed by the Governor on July 14, 2025.	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
AB 33 Aguiar-Curry D Autonomous vehicles.	**This is a two-year bill.**	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. A violation of the Vehicle Code or a local ordinance adopted pursuant to that code is an infraction. This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a $10,000 administrative fine and a $25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision. This bill contains other related provisions.	Watch
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

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Bill ID/Topic	Location	Summary	Position
AB 61 Pacheco D Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	**This is a two-year bill.**	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 to 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 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
AB 105 Gabriel D Budget Acts of 2021, 2023, 2024, and 2025.	**This bill was ordered to the inactive file on September 13, 2025.**	The Budget Acts of 2021, 2023, 2024, and 2025 made appropriations for the support of state government for the 2021–22, 2023–24, 2024–25, and 2025–26 fiscal years, respectively. This bill would amend those budget acts by amending, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 153 Committee on Budget Transportation budget trailer bill.	**This bill was ordered to the inactive file on September 13, 2025.**	Existing law imposes various functions and duties on the State Air Resources Board relating to reducing emissions of air pollutants. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Pursuant to its authority, the state board has adopted the Transport Refrigeration Unit Regulation to reduce emissions of toxic air contaminants and other pollutants from diesel-fueled transport refrigeration units used to power electrically driven refrigerated shipping containers and trailers that are operated in California. Existing law authorizes the state board under certain circumstances to impose a fee to cover the cost of its regulation of specified activities. This bill would authorize the state board to impose a fee on any entity regulated by the state board under the Transport Refrigeration Unit Regulation for the state board's reasonable regulatory costs associated with the implementation, administration, and enforcement of that regulation, as specified. The bill would require the revenues collected from the fee to be deposited into the Certification and Compliance Fund and to be expended, upon appropriation by the Legislature, for those costs.	Watch

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Bill ID/Topic	Location	Summary	Position
AB 259 Rubio, Blanca D Open meetings: local agencies: teleconferences.	**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 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

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

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Bill ID/Topic	Location	Summary	Position
AB 340 Ahrens D Employer-employee relations: confidential communications.	**This is a two-year bill.**	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 467 Fong D Open meetings: teleconferences: neighborhood councils.	**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 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

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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

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Bill ID/Topic	Location	Summary	Position
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
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

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Bill ID/Topic	Location	Summary	Position
AB 941 Zbur D California Environmental Quality Act: electrical infrastructure 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. 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.	Watch

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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

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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 1337 Ward D Information Practices Act of 1977.	**This is a two-year bill.**	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

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Bill ID/Topic	Location	Summary	Position
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
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 9/22/2025

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.	Support June 2025

San Mateo County Transit District
State Legislative Matrix 9/22/2025

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

San Mateo County Transit District
State Legislative Matrix 9/22/2025

Bill ID/Topic	Location	Summary	Position
SB 496 Hurtado D Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	**This is a two-year bill.**	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.	Watch

San Mateo County Transit District
State Legislative Matrix 9/22/2025

Bill ID/Topic	Location	Summary	Position
SB 559 Stern D Electricity: deenergization events: communications.	**This is a two-year bill.**	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.	Watch

San Mateo County Transit District
State Legislative Matrix 9/22/2025

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.**	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.	Watch

San Mateo County Transit District
State Legislative Matrix 9/22/2025

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 is a two-year bill.**	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
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

Shaw Yoder Antwih Schmelzer & Lange

September 22, 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 – October 2025

General Update

After breaking for Summer Recess on July 18, the Legislature reconvened on August 18 to wrap up the first year of the 2025-26 Legislative Session. On August 29, the Senate and Assembly Appropriations Committees held their "Suspense File" hearings – this was the final committee hurdle for legislation. Bills that passed were then sent to the floors of each house for final votes. The Legislature recessed the first year of the two-year 2025-26 Legislative Session on September 13. The Governor has until October 12 to sign or veto these bills. The Legislature is now in recess until January 5, 2026. For information about key legislative and budget deadlines, please see the 2025 Legislative Calendar, available here.

Cap-and-Invest Re-Authorization

On September 10, following closed door negotiations late into the evening on September 9, the Governor and Legislature Leaders announced they reached agreement on legislation to reauthorize the Cap-and-Trade program – now renamed Cap-and-Invest – and recast its Expenditure Plan. The bills representing this agreement are AB 1207 (Irwin) and SB 840 (Limon).

AB 1207 modifies the Cap-and-Invest program, extending the program's market-based compliance mechanism from January 1, 2031 through January 1, 2046 and advancing changes to the mechanism to, among other things, limit the program's cost impact on Californians.

SB 840 amends the Cap-and-Invest Expenditure Plan, substantially modifying appropriations from the Greenhouse Gas Reduction Fund. SB 840 maintains the continuous appropriations for the Transit and Intercity and Rail Capital Program (TIRCP) and Low Carbon Transit Operations Program (LCTOP), but converts the current percentage-based annual appropriation to these programs to a fixed dollar annual appropriation. Under current law, TIRCP and LCTOP receive 10% and 5%, respectively, of total annual GGRF revenue after several "off-the-top" programs are funded, representing on average $301.1 million and $144.6 million, respectively, to these programs. Under SB 840, these programs will receive $400 million and $200 million, respectively – with a major caveat.

SB 840 effectively establishes priority tiers for the GGRF appropriations outlined in the Cap-and-Invest Expenditure Plan. Off the top, the legislation appropriates GGRF revenue a variety of backfills and administrative expenses – "Tier 1." The legislation then appropriates $1 billion in GGRF revenue for high-speed rail and $1 billion in GGRF revenue for the Legislature's discretionary priorities – "Tier 2." Note

that, for Fiscal Year 2026-27, the Legislature's discretionary priorities include $125,000,000 for "Transit Passes." Then, the legislation appropriates nearly $2 billion for the historic continuous appropriations, including TIRCP and LCTOP – "Tier 3."

SB 840 Expenditure Plan	
Expenditure	**Amount**
Tier 1	
SRA	$90,000,000
Green Manufacturing	$140,000,000
Legislative Counsel	$3,000,000
Subtotal	**$233,000,000**
Tier 2	
HSR	$1,000,000,000
Legislature Discretionary	$1,000,000,000
Transit Passes (FY 2026-27)	*$125,000,000*
UC Climate Center (FY 2026-27)	*$25,000,000*
Topanga Park (FY 2026-27)	*$15,000,000*
Climate Research and Innovation (FY 2026-27)	*$85,000,000*
Subtotal	**$2,000,000,000**
Tier 3	
AHSCP	$800,000,000
TIRCP	$400,000,000
AB 617	$250,000,000
LCTOP	$200,000,000
CALFIRE	$200,000,000
Safe Drinking Water	$130,000,000
Subtotal	**$1,980,000,000**
Estimated Total	**$4,213,000,000**
TIRCP Average (FY 2015-16 to FY 2024-25)	***$301,109,000***
LCTOP Average (FY 2015-16 to FY 2024-25)	***$144,563,000***

Importantly, if Cap-and-Invest doesn't raise enough GGRF to fund Tier 1 and Tier 2 programs at the levels prescribed, the funds for "Tier 3" programs will be decreased proportionally. As such, TIRCP and LCTOP funding will be heavily dependent on Cap-and-Invest auction revenues.

In explicit terms: if Cap-and-Invest fails to bring in $4.2 billion in proceeds, TIRCP and LCTOP will receive less than the $400 and $200 million they have been promised in SB 840.

These bills passed the Legislature with a super-majority vote and were signed into law on Friday, September 19. Both bills possess an urgency clause, meaning they go into effect immediately.

Bay Area Regional Measure

The Bay Area Regional Measure, reflected in SB 63 (Wiener and Arreguín), seeks to authorize a sub-regional sales tax in five Bay Area counties – one-half cent in Alameda, Contra Costa, Santa Clara & San Mateo Counties and one cent in San Francisco County – to generate additional revenue to support Bay Area public transit systems. In the last weeks of session, the bill moved through several procedural hurdles, including a hearing in the Assembly Appropriations Committee on August 29 and a hearing in the Assembly Transportation Committee on September 9. In this process, the bill was amended three additional times – on September 3, September 4, and September 9. In the Assembly, the bill was

supported by the entire Bay Area Caucus, except for two abstentions from Diane Papan (D-San Mateo) and Alex Lee (D-San Jose). The Senate's entire Bay Area Caucus supported the bill.

The bill, as amended, now defines appropriations from the regional measure to the named transit agencies as subventions from the revenue generated in each county in the measure. This change is not anticipated to change the appropriations to the named transit agencies. The bill, as amended, also requires a financial efficiency review of AC Transit, BART, Caltrain, and Muni and requires these transit agencies to implement the strategies identified in the review. The bill, as amended, also establishes new maintenance of effort requirement for the named transit agencies and establishes "enhanced accountability" by providing a pathway for the creation of new "ad hoc" adjudication committees at the Metropolitan Transportation Commission. These "ad hoc" adjudication committees would have the opportunity to review claims filed against a named transit agency and implement corrective action, which could include the partial withholding of funds.

SB 63 is currently on the Governor's Desk awaiting final action.

Senate Bill 125 Funding Appropriated
Passed this summer, the Budget Act of 2025 re-affirmed the appropriation of the remaining balance of the $5.1 billion in flexible transit capital and operations funding (commonly referred to as the "SB 125 program") as well as to one-time competitive TIRCP. Although SamTrans does not receive these funds, Caltrain, BART, and Muni all do. To fulfill the state's obligation to these programs, the Budget Act appropriated $1.196 billion in General Fund for SB 125 – TIRCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: $812M for SB 125-TIRCP
- FY 2025-26: $384M for TIRCP Cycle 6

The Budget Act also maintained $1.078 billion in GGRF funding commitment for SB 125 –TIRCP and ZETCP and TIRCP Cycle 6, inclusive of the following line-items:

- FY 2025-26: $188M for SB 125 – TIRCP
- FY 2025-26: $180M for TIRCP Cycle 6
- FY 2026-27: $230M for SB 125 – ZETCP
- FY 2027-28: $460M for SB 125 – ZETCP

The FY 2025-26 GGRF funding for SB 125 – TIRCP and TIRCP Cycle 6 were set for appropriation later this year. **These appropriations were advanced in SB 105 (Wiener).**

SB 105 was signed by the Governor on September 17.

Bay Area Transit Loan
During budget negotiations earlier this year, the Governor and Legislative leaders agreed to a $750 million emergency loan for four Bay Area transit agencies facing various degrees of fiscal crises (AC Transit, BART, Caltrain, and SF Muni). Pursuant to the Budget Act, this emergency loan was generally conditioned upon the agencies having repayment plans *and* the passage of the Bay Area Regional Measure (by the Legislature, not the voters).

On September 8, new language was amended into the identical SB 105 (Wiener) and AB 105 (Gabriel). Section 239 extends to January 10, 2026, the timeline for the state to consider a "*loan or other financing*

options that might be used to provide sufficient short-term state financial assistance for local transit agencies" for possible inclusion "*as part of the 2026-27 Governor's Budget, which the Legislature may act upon in early 2026."*

This section also includes new language regarding full repayment of the loan principal, applicable interest rate, repayment schedule, and guaranteed repayment mechanism. Nothing is finalized yet, but this buys the loan's advocates more time to reach a deal – led by chief proponent, Senator Scott Wiener.

Additionally, on September 10, Governor Newsom issued a press release stating that the *"Department of Finance and the California State Transportation Agency will work with agencies and regional partners to design short-term financing tools — such as structured loans or other mechanisms — that align with operational needs, protect service, and support fiscal reforms, with clear and reliable repayment plans."*

SB 105 was signed by the Governor on September 17.

Brown Act Reform
As we have identified for you in past reports, SB 707 (Durazo) includes several different provisions related to the Brown Act.

First, it extends existing authority permitting the limited use of remote participation for board members under certain circumstances. This authorization – originally set out in AB 2449 (Rubio) – was set to expire at the end of 2025. Earlier this year, AB 259 (Rubio), had sought to extend these provisions, but was held in the Senate Local Government Committee. SamTrans supported AB 259.

Second, SB 707 also allows for entirely remote participation for advisory or subsidiary bodies, including for any relevant SamTrans bodies. Notably, elected officials would be exempt from this allowance; they would still need to post their location and open that location to the public. This provision of the bill also requires that the advisory or subsidiary body offers a remote option and at least one physical location where members of the public can attend and participate. This general authority was included earlier in 2025 in SB 239 (Arreguín), which was moved to the inactive file in early June. SamTrans supported SB 239.

Lastly, SB 707 creates a new category of legislative bodies – an "eligible legislative body" – and includes any of the following:

- A city council of a city of 30,000 or more people
- A county board of supervisors with a population of 30,000 or more
- A city council located in a county of 600,000 or more people
- Board of directors of a special district whose:
    - Boundaries which are *co-terminus* with a county of 600,000 or more people, *and* the district has over 200 full-time employees; OR
    - The special district has over 1,000 full-time employees; OR
    - The special district has annual revenues in excess of $400,000,000 *and* the district has over 200 full-time employees

These bodies – which would include SamTrans – are required under SB 707 to provide two-way teleconference opportunities for the public, to provide language translations of their agenda, and to reasonably assist members of the public with translation services.
This bill is currently on the Governor's Desk awaiting final action.

SamTrans-Sponsored Legislation

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

This bill is currently on the Governor's Desk awaiting final action.

Bills of Interest

SB 79 (Wiener) Transit Oriented Development

This bill would require that a residential development proposed within one-half or one-quarter mile of a transit-oriented development stop be an allowed use on any site zoned for residential, mixed, commercial, and further requires that the development be eligible for streamlined, ministerial approval, while establishing allowable densities on these properties. Amendments taken to the bill late in the Legislative Session reduced the number of communities impacted by the bill by: limiting the applicability of its streamlining provisions to projects located near existing or currently planned Tier 1 or Tier 2 transit-oriented development stops in the 8 most transit-rich counties of the state, including San Mateo County, unless a local jurisdiction chooses to designate a station as a Tier 3 transit-oriented stop; removing ferries and low frequency commuter rail from the service types that may define a Tier 3 transit-oriented stop; and creating exemptions from its streamlining provisions to protect historical resources and limit greater density in very high fire severity zones and in local jurisdictions that have already upzoned station areas. Additionally, these amendments would advance new housing affordability and anti-demolition and displacement provisions and limit transit agencies' land use authority.

This bill is currently on the Governor's Desk awaiting final action.

SB 512 (Pérez) Transportation District Elections: Initiatives

This bill clarifies and reaffirms existing law that voters of a district already authorized to impose local transaction and use taxes for transportation purposes may propose and approve such a tax for transportation purposes through an initiative process.

This bill is currently on the Governor's Desk awaiting final action.

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SamTrans
Federal Report
September 2025

Congressional Update

FY26 Appropriations Update

- As Congress quickly approaches the end of the fiscal year, September 30, negotiations on Fiscal Year (FY) 2026 appropriations bills have continued to be challenging due to ongoing tensions surrounding the Trump Administration's rescissions and a strong, partisan divide on acceptable funding levels for several programs.

- Debate has continued over proposals to fund the government before the shutdown deadline on October 1. On September 9, President Trump asked Congress to extend current government funding with a short-term, continuing resolution (CR) through January 31. However, both Republican and Democratic appropriators pushed back on this proposal, and instead expressed more receptiveness to a CR with an earlier deadline. Due to appropriations negotiations reaching a stalemate, Democrats demanded a meeting with President Trump to discuss the path forward.

- On September 19 , the House passed a short-term CR (H.R. 5371) by a vote of 217 to 212 – Rep. Jared Golden (D-ME) voted yes; Rep. Victoria Spartz (R-IN) and Rep. Tom Massie (R-KY) voted no. The CR would fund the government through November 21, provide security funding for lawmakers, and extend some healthcare authorities. However, the Senate failed to pass the House CR and a Democratic-led CR that renewed Affordable Care Act Subsidies and placed restrictions on the Executive Branch's ability to withhold funding.

- The U.S. Office of Management and Budget (OMB) issued a memorandum on September 25, advising federal agencies to prepare for a government shutdown. It blamed Democrats for forcing a shutdown and advised agencies to consider reductions in force (RIF).

- Democratic and Republican leadership met with President Trump on September 29 to discuss the shutdown. Democrats sought an extension of health insurance subsidies, and Republicans continued to advocate for their seven-week CR approved by the U.S. House of Representatives. However, the parties were unable to reach a compromise ahead of the looming deadline.

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Surface Transportation Reauthorization Update

- On September 9, House Transportation & Infrastructure (T&I) Committee Chair Sam Graves (R-MO) indicated that he wants to pass the House version of the next surface transportation bill by the end of 2025. The committee is expected to markup the bill in November.

- House T&I Ranking Member Rick Larsen (D-WA) noted that committee staff are working through approximately 11,000 policy ideas submitted for the bill. Chairman Graves indicated that a key challenge in the bill will be negotiations over the Highway Trust Fund (HTF).

Administration Update

President Trump Nominates Ryan McCormack as DOT Undersecretary for Policy

- President Trump nominated Ryan McCormack to serve as the next DOT Undersecretary for Policy. As the current Deputy Chief of Staff to DOT Secretary Sean Duffy, McCormack would be tasked with leading DOT policy and closely advising the Secretary on related matters.

- Prior to joining DOT, McCormack served as chief of staff to Rep. Scott Fitzgerald (R-WI). Additionally, McCormack worked with Secretary Duffy in several capacities when Duffy served in the House.

- McCormack's nomination will be considered by the Senate Commerce Committee, and then the full Senate to be confirmed.

FTA Proposes New CIG Grantmaking Guidance

- The Federal Transit Administration (FTA) announced new proposed guidance that would eliminate considerations related to carbon emissions when making awards through the Capital Investment Grants (CIG) program. This move would reverse the Biden administration's policy of ensuring grant applicants considered the climate-related impacts of their transit projects.

- The proposed guidance would instead use the Environmental Protection Agency (EPA) National Ambient Air Quality Standards (NAAQS) designation. Under this system, "projects in metropolitan areas designated as "non-attainment" or "maintenance" areas for the transportation-related criteria pollutants, carbon monoxide (CO), nitrogen dioxide (NO2), ozone (O3), or particulate matter ($PM_{2.5}$), would receive a High rating; projects located in "attainment" areas in all four criteria pollutants would receive a Medium rating."

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- FTA cited the President's executive orders calling for the elimination of burdensome regulations and for the "unleashing" of American energy. The new proposed methodology would replace the calculation of environmental benefits FTA has utilized since 2013, which takes vehicle miles traveled (VMT) to estimate each project's effect on air quality, energy use, greenhouse gas emissions. FTA believes that using VMT to estimate a project's environmental impact further burdens grant applicants and adds unnecessary requirements. With the comment period closing on September 2, FTA is expected to release final guidance in the near future.

FTA Releases Guidance for Host Cities of 2026 FIFA World Cup

- The FTA released new guidance for public transit agencies, private bus operators, and host cities as they prepare for the 2026 FIFA World Cup. The FTA cited the guidance signed last year by acting FTA Administrator Veronica Vanterpool as the official kickoff of its preparation for the World Cup and 2028 Olympics.

- The FTA's new guidance comes in the form of a series of informational videos. FTA and Transportation Secretary Duffy are expected to continue to collaborate with state and local partners as they prepare for the arrival of international and domestic visitors at the World Cup venues.

San Mateo County Transit District
Staff Report

To:	Legislative Committee
Through:	April Chan, General Manager/CEO
From:	Emily Beach, Chief Communications Officer
Subject:	**Receive Senate Bill 63 Update**

Action
Staff will present an informational update about the status and final contents of Senate Bill (SB) 63, as passed by the legislature.

Significance
Several San Francisco Bay Area transit operators – including Caltrain, Bay Area Rapid Transit (BART), and San Francisco Municipal Transportation Agency (SF Muni), all of which serve San Mateo County – are facing significant budget deficits, rhetorically referred to as "fiscal cliffs." Senator Scott Wiener introduced SB 63 to authorize a regional sales tax measure to be put before Bay Area voters in hopes of minimizing or avoiding public transit service reductions and other cuts because of these deficits. SB 63 would authorize a tax measure to be placed on the November 2026 ballot, take effect in 2027, and last 14 years.

At its August 6, 2025 meeting, the San Mateo County Transit District (District) Board of Directors (Board) voted to opt in to SB 63 with a 1/2 cent tax rate (8 ayes, 1 no) in accordance with the following motion:

> Adopt a motion exercising San Mateo County's option to join the SB 63 Regional Transportation Tax Measure with a 1/2 cent tax rate. Also, instruct the Bay Area delegation:
>
> (a) to advance SMCTD's proposed alternative to the SB 63 expenditure plan (with a lower attribution of San Mateo County revenues to SF Muni and a higher "return-to-source" allocation to facilitate San Mateo County's increased contribution to Caltrain), and
>
> (b) there will be oversight and accountability measures to ensure San Mateo County has fair and meaningful representation in oversight and that the County benefits fairly from its attributions to SF Muni and BART, while
>
> (c) preserving San Mateo County's ability to participate in the measure.

SB 63 was approved by the Assembly on September 12 and the Senate on September 13. The final bill passed by the legislature was not amended to include the expenditure plan adjustments sought by the District, but it includes strict and unprecedented accountability provisions, which were strengthened thanks to the leadership of San Mateo County officials, and San Mateo County was included as a participant county.

Governor Newsom has until October 13 to sign, approve without signing, or veto the bill. If the bill is signed or approved without a signature, it goes to the Secretary of State to be chaptered. For the measure to appear on the November 2026 ballot, there will need to be a successful privately led signature gathering campaign across the five counties included in the measure (San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara).

Budget Impact

There is no budget impact associated with these presentations.

Background

Discussions eventually leading to the passage of SB 63 began with the introduction of SB 1031 in March 2024. The Board has received reports and engaged with these measures consistently since that time. Over the past year and a half, including during its deliberations about SB 63, the Board prioritized fair return-to-source funding for San Mateo County, as well as oversight and accountability measures.

Prepared By:	Jessica Epstein	Director, Government and Community Affairs	650-400-6451

Regional Transit Measure



SamTrans Board Meeting | Jessica Epstein, Director Government and Community Affairs| October 8, 2025

Agenda

- SB 63 Final Language
  - Expenditure plan
  - Stronger accountability and oversight measures

- SamTrans return-to-source expenditure plan development

SB 63* Elements

- Title: Connect Bay Area Act
- 14 years
- New 5 county district
  - ½ cent sales tax – San Mateo, Santa Clara, Alameda, Contra Costa
  - 1 cent sales tax – San Francisco
- 2/3 voter threshold if 5 county district puts on ballot; 50% +1 if citizen initiative
- Citizen's initiative signature gathering may begin Jan. 1, 2026
- Can only be placed on the November 2026 ballot

* Bill will become law on October 13th unless the Governor vetoes SB 63

SMC Expenditure Plan Comparison: Final SB 63 vs. SMCTD Proposed

Recipient Agency	% of SMC ½ cent sales tax	Est. Annual San Mateo County Boardings	Final SB 63 Expenditure Plan Annual Total of $135M	SMCTD Proposed Expenditure Plan Annual Total of $135M	Annual Difference
Caltrain*	24.07%	2.3M	$32.50M	$32.50M	
BART	26.64%	3M+	$35.97M	$35.97M	
SFMTA (Muni)	7.4%	2.2M	$9.99M	$6.86M	+2.3%, +$3.13M
SMCTD	36.63%	10M	$49.45M	$52.58M	–2.3%, –$3.13M
MTC Transit Transformation	5.00%	N/A	$6.75M	$6.75M	
Administration	0.25%	N/A	$0.34M	$0.34M	

*Fully funds Caltrain deficit.
**HDL Revenue Generation Projection FY31

Return-to-Source

- **36.64% of funds (est. $50M annually) collected in SMC will return to the San Mateo County Transit District (SamTrans) to invest in local priorities:**

  Eligible expenses:
  - Public transit expenses (capital and operations)
  - Roadway re-pavement projects only on roads served by fixed-route transit

- **Next steps**: return-to-source expenditure plan development

- **MTC cannot condition or retain return-to-source funds**

Financial Transparency and Review

BART, Muni, Caltrain, and AC Transit must undergo a two-phase independent third-party consultant financial efficiency review and plan adoption to receive any funds.

- **Phase 1 – by April 1, 2026**
  - Analysis includes cost savings since 2020; early action service and customer improvements; real estate inventory
  - Operators adopt implementations strategies by July 1, 2026

- **Phase 2 – if ballot measure successful**
  - Analysis includes menu of cost-saving measures (capital, operating, admin) and relevant metrics; regional assessment of development and financing strategies to leverage assets
  - Operators to adopt final implementation plan with annual status updates

Petitions and Adjudication

- **Petitions:** Can be filed for concerns that a transit agency is applying operational/maintenance standards, policies, and commitments inconsistently across counties
  - Petitions filed by County Transportation Entity (in SMC: SamTrans) or Board of Supervisors
  - Cities may request petitions via County Transportation Entity or Board of Supervisors
  - Limited to one petition per operator per year by each county
- **Process:** Becomes available two years after voters approve tax measure
- **Adjudication:** Ad hoc committees convened for this purpose only

Adjudication Committee

- **Composition:** Two MTC commissioners from each county contributing funds to operator subject to petition. Examples:
  - Petitions against BART: SMC, SF, CC, AC commissioners (*not* SCC)
  - Petitions against Caltrain: SMC, SC, SF commissioners (*not* CC or AC)
- **Binding decision-making authority:** MTC Commission cannot override
- **Committees can withhold funds**: Up to 7% of the transit agency's total funds under SB 63 (initially 3.5% with a 90-day period for corrective action; additional 3.5% if not resolved)
- **Resolution:** Within first 180 days: petitioning county retains authority to veto release of funds and must agree operator is compliant; after: committee majority committee rules

Additional Elements

Maintenance of Effort

- BART, Muni, Caltrain, AC Transit, Golden Gate Transit, SF Bay Ferry and small operators must maintain existing levels of operations funding so the measure augments—not replaces—operations resources.

SMCTA New 1/8 Cent Ballot Measure Authority

- San Mateo County Transportation Authority has new authority to impose a transaction and use tax at ⅛ of 1% and increments thereof up to 1%
- Current authority is either ½ of 1%, or 1%
- Requires development of an expenditure plan

No limitations on other taxes

- New ½ cent sales tax does not count against 10% local sales tax cap

San Mateo County Expenditure Plan Development

- **Approximately $50M generated annually:** flexible, local funds for SamTrans to invest in public transportation priorities
- **Customer priorities**: SamTrans identified customer needs through the *Reimagine SamTrans* planning process, the Bus Stop Improvement Plan, customer surveys, fare analyses, CBO and other project outreach
- **Board-approved planning documents:** San Mateo County Transit District's 10-year Strategic Plan and Capital Improvement Plan (adopted November 2024) provide the vision for SamTrans' future investments and priorities
- **Not required by SB 63 statute:** however, expenditure plan development is best practice for decision-making, transparency and stakeholder engagement

Expenditure Plan Development: Board Discussion

Prioritization needed; accelerated timeline (January-July 2025)

- Important funding categories for consideration?
  - e.g. capital improvements, preserve and expand service, customer-facing amenities, employee work environment improvements (operator restrooms, technology, sea level rise protections, etc.), streets & roads
- SamTrans Board Ad Hoc?
- Key stakeholders to engage: business, labor, advocacy groups
- Presentations at city councils, committees, community groups?
- General public outreach?

State Loan for Bay Area Transit

State Bridge Loan for Bay Area Transit Agencies

- Up to $750M loan for Bay Area transit agencies: AC Transit, BART, Caltrain, Muni
- Budget bill (SB 105) lays out process and timeline for Department of Finance to work with State Transportation Agency to determine loan/financing options
- Negotiation process to be finished by Jan 10, 2026
- Note: loan not grant; SB 63 revenue can be used to repay loan

Cap-and-Invest

- Cap-and-Invest program extended through 2045
- $4.2B annually
- No specific local projects in HSR category – TA focused on local grade separation and safety
- 3 Tiers, with higher tiers funded first
- Tier 2 discretionary includes $125M in FY26-27 for a transit pass program
- Fixed amounts rather than percentage of revenues, will not adjust with inflation
- If the program raises less money than projected, Tier 3 programs decreased proportionally

Annual Expenditure Plan (in millions)

Tier 1	Green Manufacturing	$140
	Other	$93
Tier 2	HSR	$1,000
	Leg Discretionary	$1,000
Tier 3	TIRCP	$400
	LCTOP	$200
	AHSC	$800
	AB 617	$250
	CALFIRE	$200
	Safe Drinking Water	$130
		$4,213

Thank you



Contact: Jessica Epstein | epsteinj@samtrans.com

BOARD OF DIRECTORS 2025

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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

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

October 8, 2025 – 3:15 pm

or immediately following the Legislative Committee meeting

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

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

12.a.	Call to Order	
12.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of September 3, 2025	Motion
12.c.	Adopting the Passenger Suspension Policy	Motion
12.d.	SamTrans Safety Program Update - Reducing Preventable Accidents	Informational
12.e.	Adjourn	

Note:

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

San Mateo County Transit District
1250 San Carlos Avenue, San Carlos, California

Strategic Planning, Development, and Sustainability Committee Meeting / Committee of the Whole
DRAFT Minutes of September 3, 2025

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

Members Absent: None

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

Other Board Members Absent: None

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

12.a. Call to Order
Committee Chair Medina called the meeting to order at 4:43 pm.

12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of August 6, 2025

Motion/Second: Fraser/Chuang
Ayes: Canepa, Esser, Fraser, Medina, Powell, Ratto, Speier, Chuang, Gee
Noes: None
Absent: None

12.c. RidePlus Microtransit Evaluation Key Findings
Jonathan Steketee, Manager, Operations and Planning, and Kate Christopherson, Planning Administrator, provided the presentation, which included the following:

- East Palo Alto decreased after free fare promotion ended but rebounded; Half Moon Bay ridership tended to be more consistent
- 88 percent of riders were satisfied with service; looking at expanding service hours and service areas (Menlo Park, Palo Alto Transit Center, Moss Beach, Montara)
- Increased connectivity and frequency for riders; Ride Plus saw a larger ridership growth than fixed-route service
- Almost half of trips have more than one rider, which 20 percent of riders use to replace solo vehicle trips; 55 percent of riders still opted for a SamTrans fixed-route trip

Director Canepa left the meeting at 4:47 pm.

Director Canepa rejoined the meeting at 4:54 pm.

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

- Fixed-route services, microtransit services, and possible services/ridership opportunities
- Feedback received through app and onboard surveys
- Promotion of services: rider capacity, low waiting times, and maintenance of scheduled on-time performance
- App improvements and usability
- Usage of Clipper card on Ride Plus

Public Comment

Aleta Dupree, Team Folds, commented on microtransit services, Clipper integration, ridership data, Half Moon Bay services, and electric vans.

Adina Levin, Seamless Bay Area, commented on Ride Plus ridership data, microtransit service and fixed-route service frequencies, and North Fair Oaks services.

12.d. Adjourn – The meeting adjourned at 5:12 pm.

DRAFT

San Mateo County Transit District Board
Staff Report

To:	Strategic Planning, Development, and Sustainability (SPDS) Committee
Through:	April Chan, General Manager/CEO
From:	David Santoro, Deputy General Manager
	David Olmeda, Chief Operating Officer
Subject:	**Adopting the Passenger Suspension Policy**

Action

Staff recommends that the Board of Directors (Board) of the San Mateo County Transit District (District) adopt the attached Passenger Suspension Policy for all passengers and members of the public using SamTrans fixed-route buses, Redi-Wheels, RediCoast, Ride Plus, SamCoast, District shuttles, and other District services and facilities, including bus stops and stations.

Significance

On April 3, 2024, pursuant to Resolution No. 2024-8, the District adopted its Code of Conduct and Enforcement Policy (Code of Conduct). The Code of Conduct addresses behaviors that may disrupt the safe operation of public transit vehicles, including harassment, disruptive conduct, discrimination, fare evasion, sexual harassment, physical and verbal assault, tampering with emergency exits, use of prohibited substances, blocking entry and exit ways, carrying and using weapons, disregarding safety instructions, and other conduct that may distract bus operators. The purpose of the proposed Passenger Suspension Policy is to provide an additional mechanism for enforcing the Code if Conduct. The proposed Passenger Suspension Policy would support the District's commitment to the safety of all transit staff, including front line bus operators, and passengers. The goal of the proposed Passenger Suspension Policy is to ensure that all District services are operated in a safe manner and that respectful decorum is maintained on all vehicles and facilities so that the public may use District services and facilities safely, and to protect District personnel and contractors.

The Code of Conduct and proposed Passenger Suspension Policy are part of the District's effort to improve transit staff and public safety, deter passengers from engaging in disruptive or dangerous behavior, and minimize the risk of harassment and assault against bus operators. The proposed Passenger Suspension Policy would establish additional enforcement mechanisms to promote a safe and welcoming environment while using District services and property.

Budget Impact

There is no direct budget impact associated with adopting this Passenger Suspension Policy.

Background

The Federal Transit Administration recognizes a significant and continuing national-level safety concern regarding assaults on transit workers, including front line bus operators. Over the last decade, the National Transit Database has recorded an average annual increase of 8 percent in assaults on transit workers.*

In early 2023, in the first comprehensive effort to address transit worker safety, the District's Bus Operations, Office of Civil Rights, and Safety and Security divisions and General Counsel's Office worked together to develop several methods to prevent disruptive behavior and minimize the risk of harassment and assault on all District vehicles and facilities. Staff looked to peer transit agencies in the Bay Area and beyond for best practices to address the safety of transit staff and the public, and found several to have a passenger code of conduct or guidelines for using their services. In April 2024, the Board adopted the District's Code of Conduct and Enforcement Policy. However, some passengers continue to violate the Code of Conduct and may need to be temporarily suspended from using District services.

This proposed Passenger Suspension Policy will be a significant component of the District's comprehensive efforts to improve rider experience, improve safety for all transit workers and passengers, and address concerns about safety on public transit.

**Source: 2021. Federal Transit Administration). Addressing Operator Assault Through Your Agency's Safety Management System. https://www.transit.dot.gov/sites/fta.dot.gov/files/2021-02/Addressing-Operator-Assault-Webinar-20210224.pdf*

Prepared By:	Tabby Davenport	Director, Safety and Security	650-508-7720
	Shayna van Hoften	Legal Counsel	415-995-5880

Resolution No. 2025 -

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

*** * ***

Adopting the Passenger Suspension Policy

Whereas, the San Mateo County Transit District (District) is committed to the safety and security of all passengers using its services, and all District staff, including bus operators;

Whereas, the District seeks to ensure that all of its services, including SamTrans, Redi-Wheels, RediCoast, Ride Plus, SamCoast, and District shuttles, are operated in a safe manner and that appropriate, respectful conduct is maintained on all District vehicles and property so that members of the public may use these services and facilities safely;

Whereas, on April 3, 2024, the District adopted its Code of Conduct and Enforcement Policy pursuant to Resolution No. 2024-8 (Code of Conduct);

Whereas, the Code of Conduct addresses behaviors that may interfere with the safe operation of public transit services and vehicles, including but not limited to harassment, bus operator distraction, disruptive conduct, discrimination, fare evasion, sexual harassment, physical and verbal assault, tampering with emergency exits, use of prohibited substances, blocking entry and exit ways, carrying and using weapons, and disregarding safety instructions;

Whereas, the District desires to adopt and implement a Passenger Suspension Policy, which establishes a mechanism for enforcing the Code of Conduct and gives the District the authority to temporarily suspend disruptive passengers;

Whereas, the Code of Conduct and Passenger Suspension Policy are part of the District's comprehensive efforts to improve transit worker safety, deter passengers from engaging in disruptive and dangerous behavior towards bus operators and other passengers, and minimize the risk of harassment and assault against bus operators and members of the public;

Whereas, the Passenger Suspension Policy will apply to all passengers who use District services, whether entering, exiting, or riding a transit vehicle or District facility, including while waiting for the bus at a designated SamTrans bus stop or station; and

Whereas, the District does not intend for the Passenger Suspension Policy to limit, replace, or conflict with any federal, state, or local law, regulation, or ordinance; and

Whereas, the General Manager/CEO recommends that the Board of Directors adopt the attached Passenger Suspension Policy.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby adopts the attached Passenger Suspension Policy, to be effective immediately.

Regularly passed and adopted this 8th day of October, 2025 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

21745648.2

San Mateo County Transit District
Passenger Suspension Policy

Purpose

The San Mateo County Transit District (District) is committed to the safety and security of all passengers using its services and of all District staff, including District bus operators. The District seeks to ensure that its services, including SamTrans fixed-route bus, Redi-Wheels, RediCoast, Ride Plus, SamCoast, District shuttles and all other District services and facilities are operated and utilized in a safe manner and that appropriate, respectful conduct is maintained on all District vehicles and property so that members of the public may use these services and facilities safely.

The District has established a Code of Conduct and Enforcement Policy to set clear rules for behavior on District services, vehicles and property, outline enforcement procedures, and ensure a safe, welcoming environment that promotes respectful interactions for all riders and visitors. Under the Code of Conduct, Passengers are prohibited from engaging in unsafe, disruptive and/or harassing conduct. However, some passengers continue to violate the Code of Conduct and may need to be suspended from using District services and facilities. This Passenger Suspension Policy, like the Code of Conduct and Enforcement Policy, applies to all passengers who use District services and facilities, including passengers entering, exiting or riding SamTrans, Redi-Wheels, RediCoast, Ride Plus, SamCoast, and District shuttles, and all persons waiting at or otherwise using a designated District bus stop or station.

Suspension Procedures

1. Bus, paratransit, microtransit or shuttle operators, other front-line employees or contractors, and their supervisors may recommend that the Chief Operating Officer suspend a person from use of District services, vehicles, property, and/or facilities following one or more incidents of unsafe, disruptive and/or harassing behavior in violation of the Code of Conduct. The length of suspension will depend on the severity of the violation and is at District's sole discretion.

2. Prior to suspending any person from use of District vehicles, property, and/or facilities, the Chief Operating Officer will issue a written notice to the disruptive passenger. The notice must indicate the reason(s) for suspension (including which specific rule in the Code of Conduct was violated), the time period of the suspension, and the District services, vehicles, property, and/or facility subject to this suspension. Such written notice also must describe the appeals procedure set forth in Section 4.

3. The District may issue a suspension order to any disruptive passenger as follows:
    a. The first suspension order may be in effect for up to 30 days.
    b. A second suspension order, if issued within one year of the first, may be in effect for up to 90 days.
    c. A third or subsequent suspension order issued within one year may be in effect for up to 180 days.

4. Appeal of Suspension Notice
    a. Within 21 days from issuance of suspension notice, the disruptive passenger may appeal the findings against them, in writing to the Deputy General Manager. The appeal must specifically state the grounds for the appeal and present any information opposing the suspension. If the disruptive passenger does not submit an appeal by this deadline, their right to appeal is waived and they will not be able to appeal these findings to District in the future.
    b. Within seven days from receiving the person's request for initial review, the Deputy General Manager will consider the information presented and sustain, modify or repeal the suspension. The Deputy General Manager shall mail a notice of the result of the initial review to the disruptive passenger. The decision made by the Deputy General Manager or their designee is considered final unless a second-level appeal is initiated.
    c. If the passenger disagrees with the outcome of the initial review, they may pursue a second-level appeal to the General Manager/CEO. A second-level appeal will be considered during a hearing before the General Manager/CEO.
    d. The person who considers the second-level appeal will not be the same person who made the initial suspension decision.
    e. If there is no Deputy General Manager, then appeals will be heard by the General Manager/CEO and second-level appeals will be heard by the Board of Directors. If there is no General Manager/CEO, then the second-level appeal will be heard by the Board of Directors.

The Passenger Suspension Policy is not intended to limit, replace or conflict with any federal, state or local law, regulation or ordinance, and does not limit or prevent the District or any law enforcement agency or entity from taking any lawful action against any person, including in or on any District vehicle, facility, or property.

Adopting Passenger Suspension Policy



San Mateo County Transit District
Board Meeting October 8, 2025

Code of Conduct

- Adopted by Board of Directors April 3, 2025
- Covers SamTrans, Redi-Wheels, RediCoast, SamCoast, RidePlus, shuttles and District facilities, including bus stops and stations
- Designed to protect both front-line staff/contractors and the public
- Prohibits assault, harassment, and other unlawful and disruptive conduct

Code of Conduct Enforcement

- District can eject violators from District vehicle/property
- District may request criminal enforcement
- Ongoing exclusion requires court order

"The Code of Conduct is not intended to limit, replace, or conflict with any federal, state, or local law, regulation, or ordinance, and does not limit or prevent any law enforcement agency or entity from taking any lawful action against any person in or on any District vehicle, facility, or property."

Criminal Law Enforcement Support

- Allied Agency Law Enforcement: Provide initial law enforcement support
- San Mateo County Sheriff's Office Transit Bureau (Transit Police): Typically arrive second as broader geographic coverage area with fewer resources

- Lead Investigator: Transit Police

Civil Enforcement

- District may seek workplace violence restraining order in limited cases
- Requires strong record of incidents/threats
- General Counsel can then seek restraining order of up to three years

- Resource-intensive process
- District does not control scope, term

Proposed Suspension Policy

- Some passengers continue to violate Code of Conduct
- Staff seeks authority to suspend seriously disruptive passengers from using District services and facilities for up to 30, 90 or 180 days, depending on repeated violations and serial suspensions
- Passengers could appeal suspension orders first to the Deputy General Manager, then the General Manager/CEO (or Board of Directors if unavailable)
- Policy creates path for seeking criminal enforcement for violation of suspension orders
- Suspension Policy would supplement (and not replace) current administrative, criminal and civil methods of enforcement

Thank You



Please email DistrictSafety@samTrans.com with any questions.

samTrans

Safety Program Update



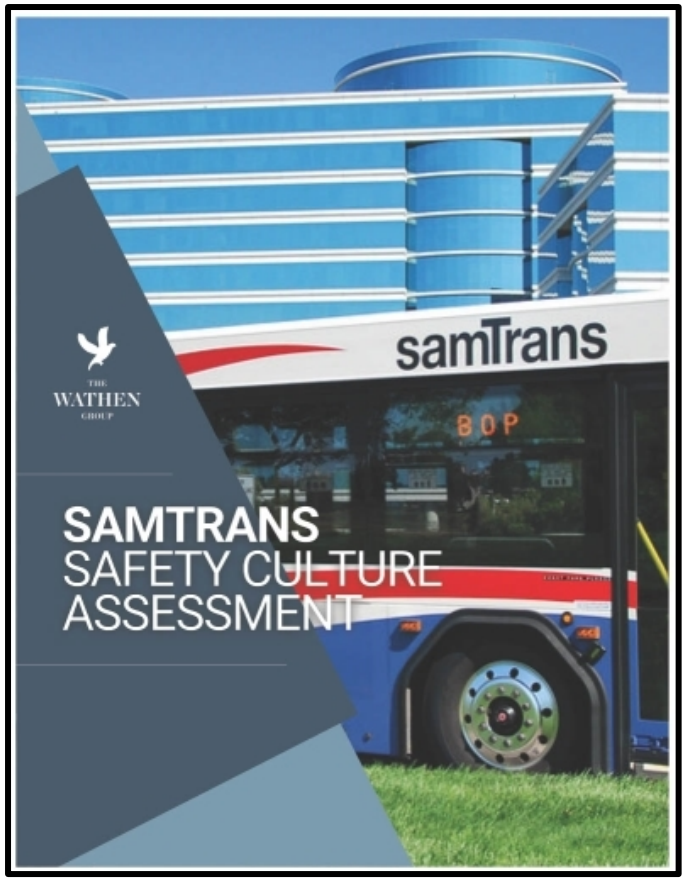
San Mateo County Transit District Board Meeting
October 8, 2025

Safety Program Agenda

1. Independent Safety Review
2. Accident Reporting
3. Risks & Mitigation

Independent Safety Review

Independent Safety Review



Key Points

- Safety Culture Assessment
- Identify Risks and Mitigation
- Safety Recommendation

Safety Workstreams

1) Safety Culture Program

   - Bi-Monthly Safety Meetings, Safety Review Committee

2) Employee Engagement

   - Safety Standdown's, Hazard Reporting, increased Communication

3) Contract Service Provider Partnership

   - Monthly Safety Meetings, Cross functional safety events

4) Accident Prevention

   - Accident Review Committee, RCA, Mitigation Plans

Completed/On-going Initiatives

- Public Transportation Agency Safety Plan (PTASP)
- Emergency Preparedness/Drills and Exercises
- New Safety Committees
- Hazard reporting platform
- Root Cause Analysis Training

Accident Reporting

Accident Report Classifications

Accident Classifications

Preventable

Non-Preventable

American Public Transportation Association

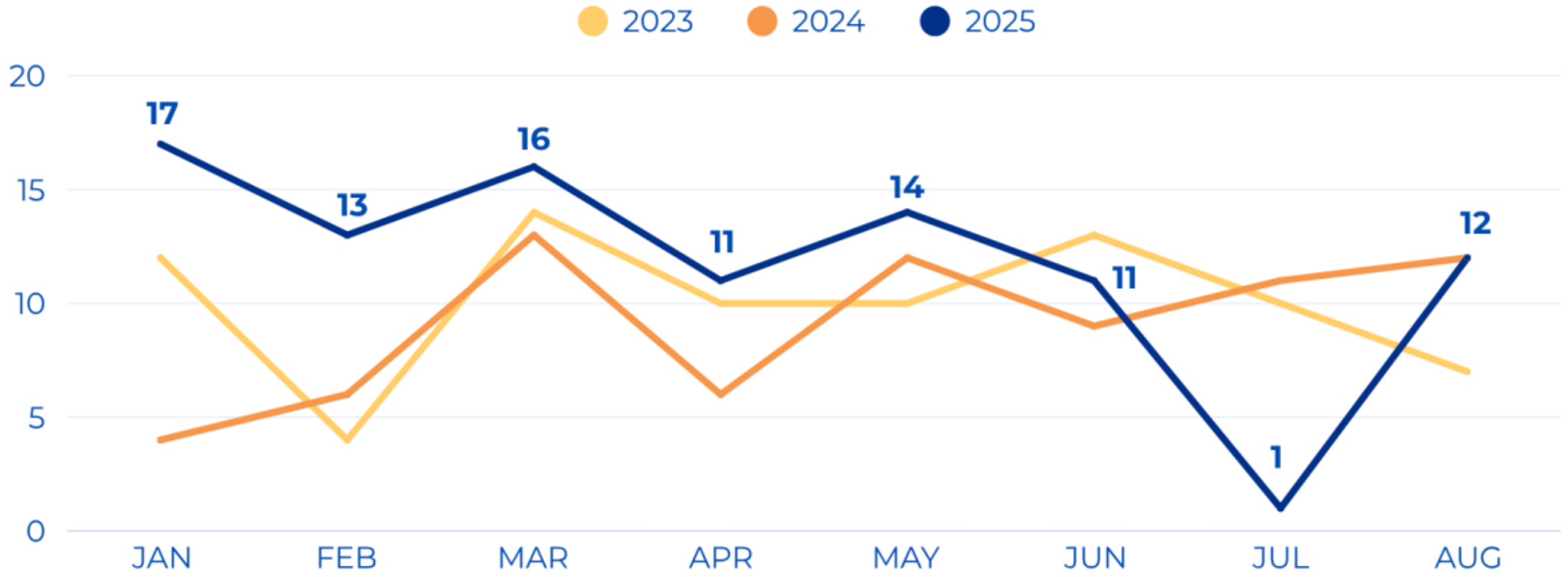
National Safety Council

Definitions

Preventable Accident
An accident in which the employee failed to do everything reasonable to prevent the accident, as determined by the Accident Review Committee.

Non-Preventable Accident
An accident in which the employee has done everything reasonable to prevent the event from happening.

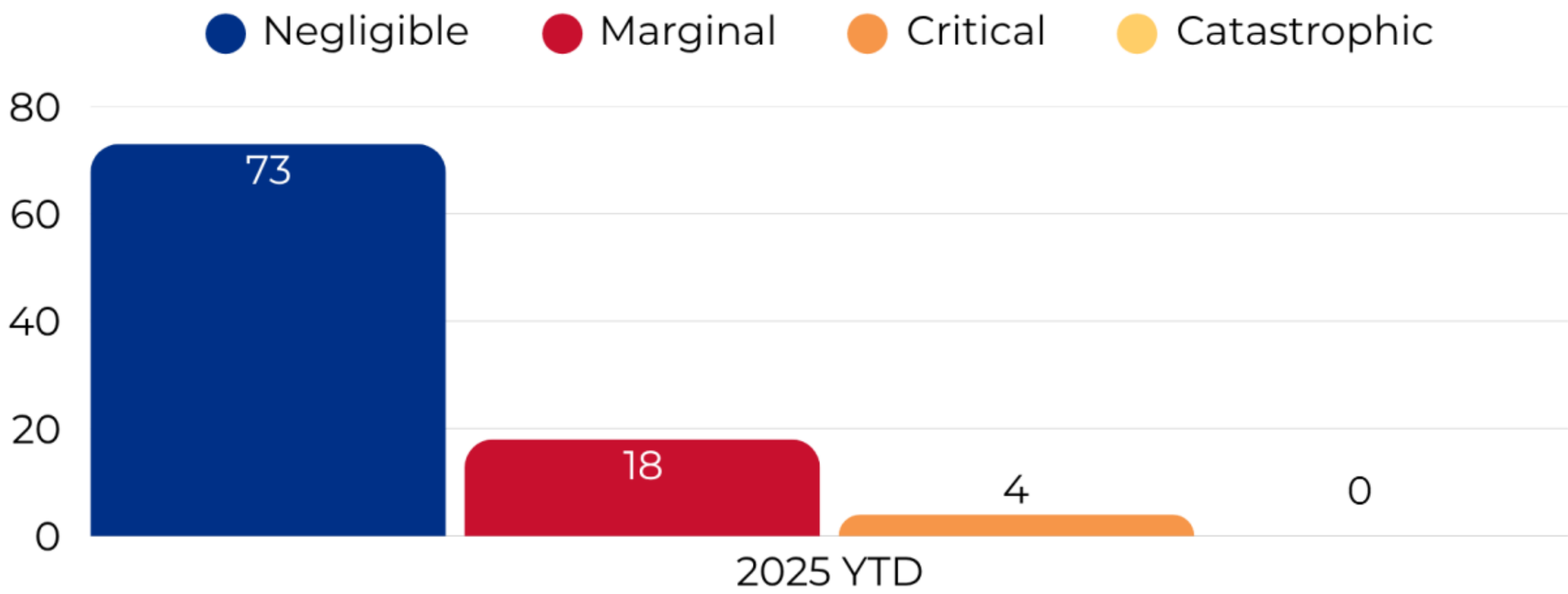
Preventable Accidents Year-Over-Year



Accident Severity Types

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

Year-To-Date Preventable Accidents - Severity Count (Jan – Aug '25)

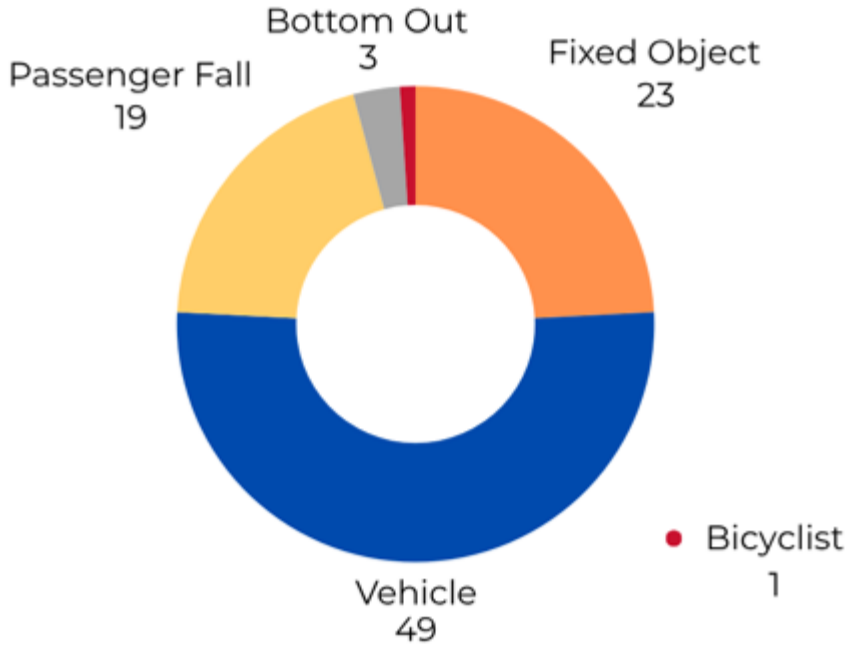


Accident Types

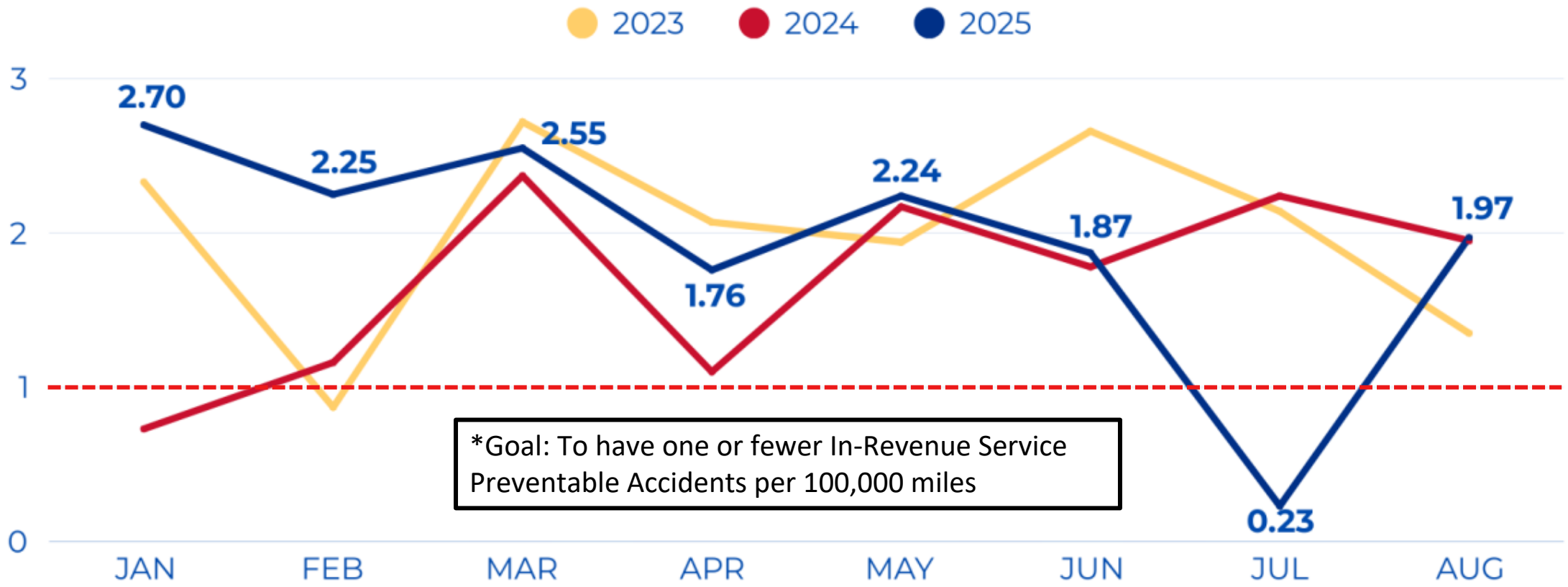
Preventable Classifications

Vehicle	Bottom Out	Fixed Object
Unreported Damage	Debris or Objects in Motion	Passenger Fall
Non-Contact Involved	Pedestrian	Evacuations

YTD Preventables

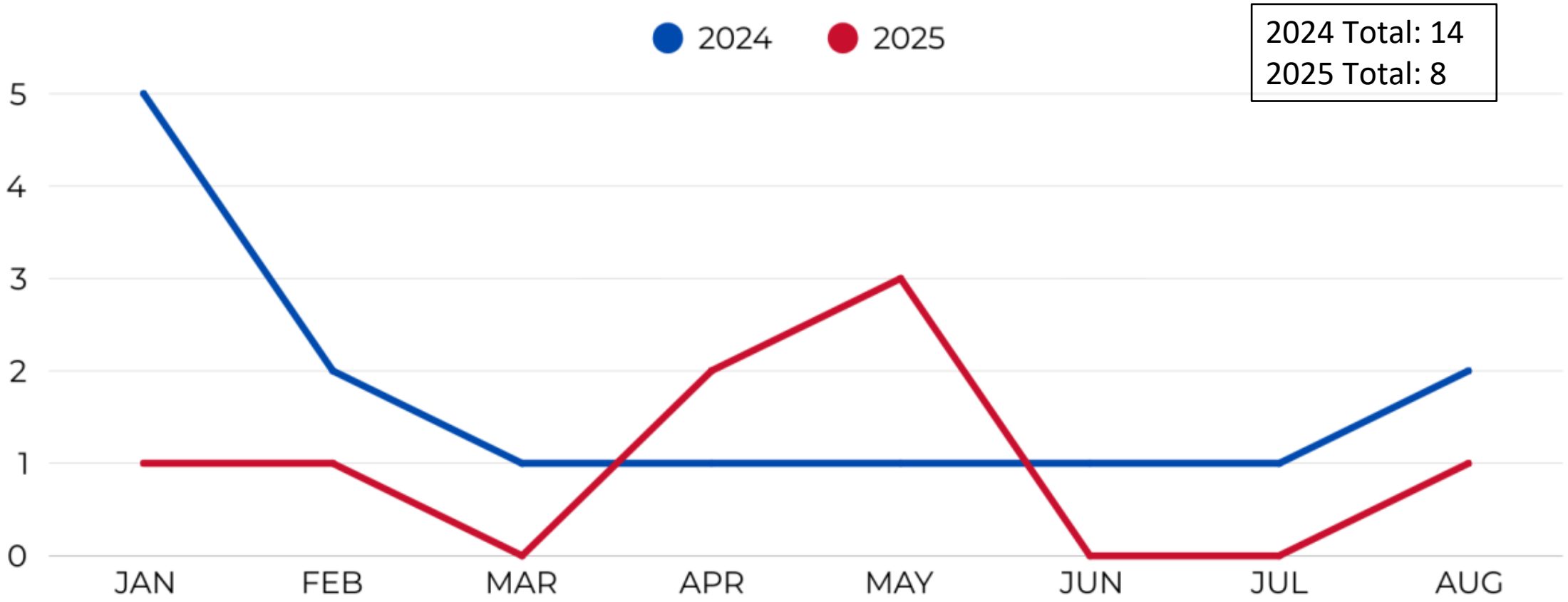


Accident Frequency Rate



*Goal: To have one or fewer In-Revenue Service Preventable Accidents per 100,000 miles

Operator Assaults Year-Over-Year



Assault Mitigations

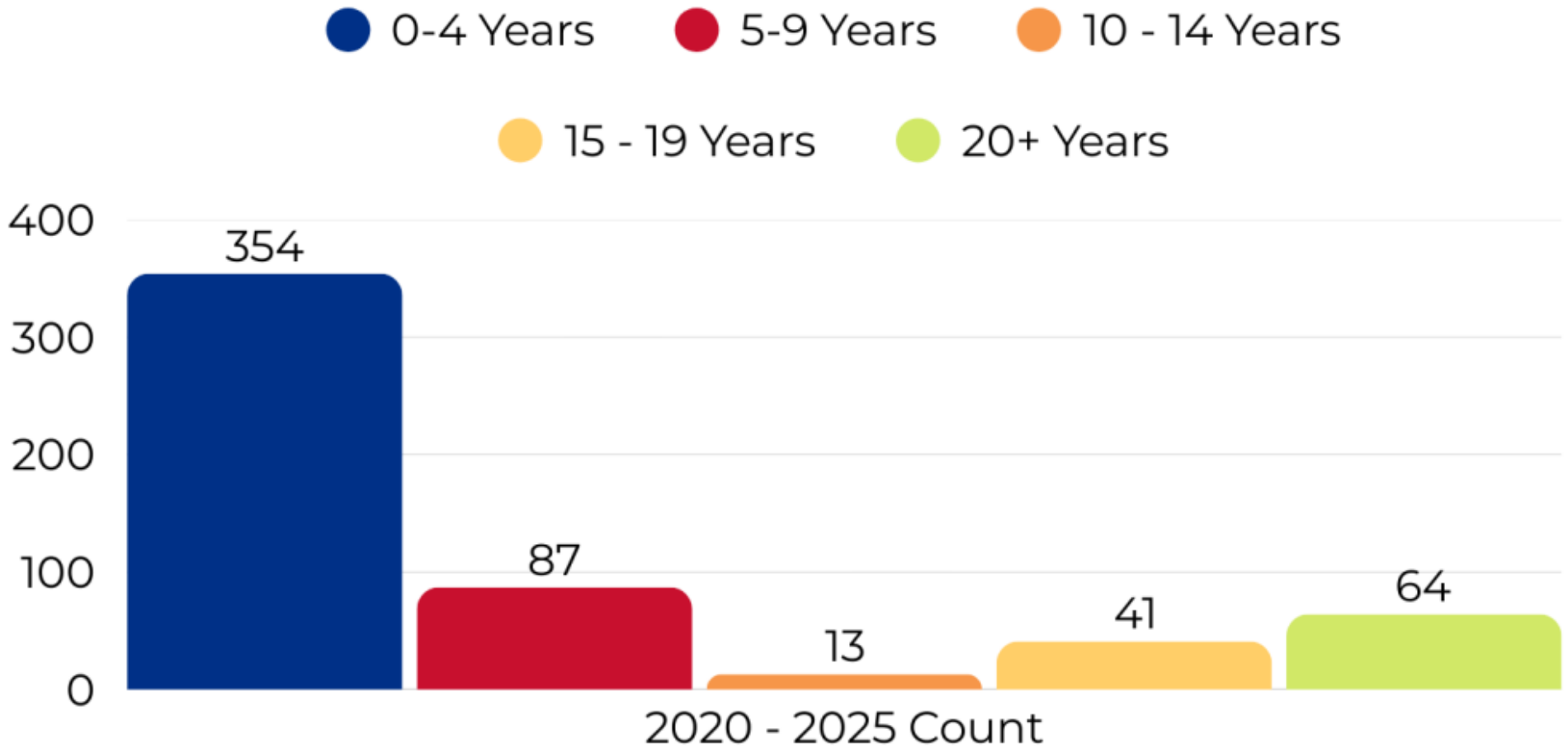
Mitigation Efforts

- Engineering Controls
- Administrative Controls
- Training
- Community Involvement



Risks & Mitigation

Years of Service for Operators Involved In A Preventable Accident (2020 – 2025)



Safety Focus for New Hires

Initiatives

- Mentorship Program
- Safety Stand Downs
- Safety Orientation
- New Hire Operator Interviews



Safety Programs

- Accident Review Committee (ARC)
- Post-Accident Operator Interviews
- Safety Trainings (VTT, De-escalation, Training Videos)
- Accident and Incident Heatmaps
- Traffic control devices and signage
- Safety Stand Downs

Next Steps

- **Safety Management System (ComplianceQuest)**
  - Advanced Accident & Incident Reporting
- **District-wide Safety Newsletter**
  - Monthly communications
- **Drive Cam**
  - Operator coaching tool
- **Ride Checks**
  - Supervisor Ride Checks utilizing new reporting tools
- **Safety Policy Statement**
  - Establish a unified commitment to safety

Thank You



Please email DistrictSafety@samTrans.com with any questions.