Revised July 2, 2026 at 6:00pm – Item 10.d. Agenda Item Materials; Item 14.b. Agenda Title

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

REVISED AGENDA

San Mateo County Transit District

Board of Directors Meeting

July 8, 2026, 2:00 pm

Primary Location:

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

Alternate Location:

17907 Holli Blue Road
Champion, MI 49814

Members of the public may attend in-person at the noticed location(s) or participate remotely via Zoom at: **https://us02web.zoom.us/j/86938147935?pwd=yBjq6YBO0HplQvQFJaNNy7sIOut2yY.1** or by entering Webinar ID: **869 3814 7935**, Passcode: **882894** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc.

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

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

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

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

Wednesday, July 8, 2026 2:00 pm

1. Call to Order / Pledge of Allegiance

2. Roll Call

3. Report Out from Closed Session at June 3, 2026 Board of Directors Meeting

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

4. Consent Calendar

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

6. Report of the Chair

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

7. Report of the General Manager/CEO

7.a.	Report of the General Manager/CEO | July 1, 2026	Informational
7.b.	District Headquarters and Leasing Update	Informational

8. Recess to Committee Meetings

9. Community Relations Committee / Committee of the Whole
Peter Ratto (Chair), Rico E. Medina, Jeff Gee

9.a.	Call to Order	
9.b.	Approval of Minutes of the Community Relations Committee Meeting on June 3, 2026	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 - May 2026	Informational
9.g.	Adjourn	

10. Finance Committee / Committee of the Whole
Rico E. Medina (Chair), Josh Powell, Jackie Speier

10.a.	Call to Order	
10.b.	Approval of Minutes of the Finance Committee Meeting on June 3, 2026	Motion
10.c.	Awarding a Cooperative Purchasing Contract to The Gordian Group, Inc. to Provide Job Order Contracting Program Management and Consulting Services for a Not-To-Exceed Amount of $2.5 Million for a Five-Year Term	Motion

10.d. Awarding a Cooperative Purchasing Contract to Gillig, LLC, for the Purchase and Delivery of 25 Model Year 2027 40-Foot Gillig Battery Electric Buses, Including Optional Features Required for Compatibility and Integration with the District's Bus System, for a Total Not-To-Exceed Amount of $39,580,500, with an Option to Purchase and Deliver up to 37 Additional New Gillig Buses for an Estimated Not-To-Exceed Amount of $68,336,413, for an Aggregate Not-To-Exceed Amount of $107,916,913, and Authorizing Disposition of up to ~~62~~ 25 Diesel Hybrid and Diesel Buses from Model Year~~s~~ 2013 ~~and 2014~~ — Motion

10.e. Adjourn

11. Legislative Committee / Committee of the Whole

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

11.a. Call to Order

11.b. Approval of Minutes of the Legislative Committee Meeting on June 3, 2026 — Motion

11.c. Receive Legislative Update and Recommend Support of Legislative Proposal: Senate Bill 741 (Blakespear) — Motion

11.d. Adjourn

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

Josh Powell (Chair), David J. Canepa, Brooks Esser

12.a. Call to Order

12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting on April 1, 2026 — Motion

12.c. Transit-Oriented Development Feasibility Study and Development Opportunities for San Carlos Headquarters Site — Informational

12.d. Adjourn

13. Reconvene Board of Directors Meeting

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

14. Matters for Board Consideration: Finance Committee

14.a.	Awarding a Cooperative Purchasing Contract to The Gordian Group, Inc. to Provide Job Order Contracting Program Management and Consulting Services for a Not-To-Exceed Amount of $2.5 Million for a Five-Year Term	Resolution
14.b.	Awarding a Cooperative Purchasing Contract to Gillig, LLC, for the Purchase and Delivery of 25 Model Year 2027 40-Foot Gillig Battery Electric Buses, Including Optional Features Required for Compatibility and Integration with the District's Bus System, for a Total Not-To-Exceed Amount of $39,580,500, with an Option to Purchase and Deliver up to 37 Additional New Gillig Buses for an Estimated Not-To-Exceed Amount of $68,336,413, for an Aggregate Not-To-Exceed Amount of $107,916,913, and Authorizing Disposition of up to ~~62~~ 25 Diesel Hybrid and Diesel Buses from Model Year~~s~~ 2013 ~~and 2014~~	Resolution

15. Matters for Board Consideration: Legislative Committee

15.a.	Receive Legislative Update and Recommend Support of Legislative Proposal: Senate Bill 741 (Blakespear)	Motion

16. Communications to the Board of Directors

17. Board Members Requests

18. Date / Time of Next Regular Meeting: Wednesday, August 5, 2026, at 2:00 pm

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

19. Report of the General Counsel

19.a.	Amending the Rules of Procedure for the San Mateo County Transit District Board of Directors	Resolution
19.b.	Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Jamilet Lira Calderon v. San Mateo County Transit District et. al., Superior Court of California, County of San Francisco, Case No. CGC-25-624886	

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19.c. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8:
Property: 166 North Rollins Road, Millbrae, California
Agency Negotiator: April Chan, Joan Cassman, Joshuah Mello
Negotiating Parties: SFIII Millbrae, LLC; Swift Real Estate Partners
Under Negotiation: Price and terms of payment

19.d. Closed Session: Conference with Legal Counsel – Anticipated Litigation Pursuant to Government Code Section 54956.9(d)(4):
Initiation of Litigation: One potential case regarding purchase of 166 North Rollins Road, Millbrae, California

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

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

20. Adjourn

Information for the Public

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

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

Date and Time of Regular Board and Committees 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, Board Committees, and CAC are available on the website.

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

Public Comment
Members of the public may participate remotely or in person. Public comments may be submitted by comment card in person and given to the District Secretary. Written public comments may be emailed to publiccomment@samtrans.com or mailed to 166 North Rollins Road, Millbrae, CA 94030, and will be compiled and posted weekly along with any Board correspondence. Any written public comments received within two hours prior to the start of the meeting will be included in the weekly Board correspondence reading file, posted online at: https://www.samtrans.com/meetings.

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Accessible Public Meetings/Translation
Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 166 North Rollins Road, Millbrae, CA 94030; or email titlevi@samtrans.com; or request by phone at 650-622-7864 or TTY 650-508-6448.

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

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

San Mateo County Transit District
Board of Directors

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of June 3, 2026

Members Present: David J. Canepa, Marina Fraser, Jeff Gee (arrived at 2:06pm), Rico E. Medina, Josh Powell, Peter Ratto, Jackie Speier, Brooks Esser (Vice Chair), Marie Chuang (Chair)

Members Absent: None

Staff Present: J. Cassman, A. Chan, L. Lumina-Hsu, M. Tseng, R. White

1. **Call to Order / Pledge of Allegiance**
   Chair Marie Chuang called the meeting to order at 2:01 pm and led the Pledge of Allegiance.

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

3. **Consent Calendar**
   - **3.a. Approval of Minutes of the Board of Directors Meeting of May 6, 2026**
   - **3.b. Amending the Contract with the Center for Transportation and the Environment for Hydrogen Fuel Cell Electric Bus Feasibility Studies to Include Additional Technical Support Services, Extend the Contract Term by Four Years, and Increase the Contract Amount by $1.1 Million –** *Approved by Resolution No. 2026-29*
   - **3.c. Awarding a Contract to Commercial Environment Landscape to Provide Landscape and Grounds Maintenance Services for a Not-to-Exceed Amount of $593,766.84 for a Five-Year Base Term and up to Two One-Year Option Terms for an Additional Not-to-Exceed Amount of $236,246.28 –** *Approved by Resolution No. 2026-30*
   - **3.d. Awarding a Contract to Wireless CCTV, LLC for Mobile Security Trailer Rentals and Monitoring Services for a Total Not-To-Exceed Amount of $385,400 for a Two-Year Base Term, with a One-Year Option Term for an Additional $187,200, for a Total Not-to-Exceed Amount of $572,600 –** *Approved by Resolution No. 2026-31*

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

Director Gee arrived at 2:06pm.

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4. Public Comment for Items Not on the Agenda

David Rabinovich commented on Clipper 2.0 and Cubic Corporation (Cubic) issues impact on riders, and 511 transit live feeds.

Aleta Dupree, Team Folds, Skirt Folds, commented on 50th anniversary logo.

Walker Wells commented on bus driver breaks and unattended passengers.

Remi Tan commented on regional transit measure, bus service on coastside, shuttle connections to Bay Area Rapid Transit (BART) stations, and allocation for public transit funding on coastside.

Adina Levin, Seamless Bay Area, commented on Clipper 2 rollout, oversight committee boards, and draft network coastside considerations.

5. Report of the Chair

5.a. Proclamation Recognizing Lesbian, Gay, Bisexual, Transgender, and Queer (LGBTQ) Pride Month

Randol White, Public Information Officer, provided the presentation which included the following:

- District's commitment for equality, dignity, and inclusion and the Rainbow Employee Resource Group's contributions
- "Moving the Bay Area with Pride" campaign unifies Bay Area transit agencies and features a unified artwork and outreach toolkit
- SamTrans' pride bus wrap will be featured in the San Francisco Pride Parade
- All Bay Area transit agencies participating in the parade will march together

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

6. Report of the General Manager/CEO

6.a. Report of the General Manager/CEO | May 27, 2026

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

- June 1 Clipper Executive Board meeting at Metropolitan Transportation Commission (MTC): Cubic was unable to meet the original bulk migration date of May 31, date pushed to June 19; ridership data issues continues
- SamTrans continues to not report data until Cubic stabilizes Clipper

DRAFT

- El Camino Real (ECR) Construction infrastructure difficulties prevent buses from returning to ECR when construction concludes for the day and on weekends; service reassessment dependent on project progress
- Free fare on July 1 for SamTrans 50th Anniversary; $40 summer special for student youth pass until August 31
- Fédération Internationale de Football Association (FIFA) marketing campaign, transit coordination, and advertisement

The Board provided comments regarding accident-type breakdown in safety reporting, children bus safety, and ECR construction.

Public Comment
Remi Tan, Pacifica, commented on Clipper issues.

Aleta Dupree, Teams Folds, commented on Pride proclamation, bus wrap and parade participation, and Clipper.

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

8. Community Relations Committee / Committee of the Whole
The Community Relations Committee meeting was held.

9. Finance Committee / Committee of the Whole
The Finance Committee meeting was held.

10. Legislative Committee / Committee of the Whole
The Legislative Committee meeting was held.

11. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
Cancelled as there are no business items this month.

12. Reconvene Board of Directors Meeting
Chair Chuang reconvened the Board meeting at 5:20 pm.

13. Matters for Board Consideration: Finance Committee
Director Medina led the Board in voting on the following items:

13.a. Awarding a Contract to Universal Protection Service, LP, dba Allied Universal Security Services for Security Guard Services for a Total Not-To-Exceed Amount of $18 Million for a Five-Year Term – *Approved by Resolution No. 2026-32*

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13.b. Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-Related Products and Services, Through Piggyback Contracts and Cooperative Purchasing Programs up to an Aggregate Not-to-Exceed Limit of $8 Million for Fiscal Year 2027 – *Approved by Resolution No. 2026-33*

13.c. Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 3

Items 13.a., 13.b., and 13.c. were taken in one vote.

Motion/Second: Canepa/Powell
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser, Chuang
Noes for Items 13.a. and 13.c.: None
Noes for Item 13.b.: Speier
Absent: None

14. Matters for Board Consideration: Legislative Committee

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

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

14.b. Adopting a Local Investment Plan for Potential "Return-to-Source" Revenues from Connect Bay Area Sales Tax Measure Authorized by Senate Bill 63 – *Approved by Resolution No. 2026-34*

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

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

16. Board Member Requests – There were none.

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

Directors Canepa and Fraser left the meeting at 5:24pm.

18. Report of the General Counsel

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

Joan Cassman, General Counsel, provided that included updates to the Rules of Procedure reflecting best and current practices and good governance.

DRAFT

Director Fraser rejoined the meeting at 5:29pm.

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

- Public comment time; public comment submissions via in-person, written, and email
- Rename the Citizens Advisory Committee (CAC) to Community Advisory Committee
- Continuity and consistency among all three agencies: San Mateo County Transit District, Peninsula Corridor Joint Powers Board, and San Mateo County Transportation Authority
- Separation of Committees meetings during the Board meeting
- Conflict of interest notation on agenda

Public Comment

David Rabinovich commented on public comment time period.

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

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

The Board adjourned to closed session at 5:43 pm.

19. Adjourn – The meeting adjourned at 6:10 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Ladi Millard-Olmeda, Acting Chief Financial Officer
Peter Skinner, Chief Officer, Transportation Authority

Subject: **Accept Annual Citizens' Oversight Committee Report on the Use of Measure W Tax Revenues for the Fiscal Year Ended June 30, 2025**

Action

Staff recommends that the San Mateo County Transit District (District or SamTrans) Board of Directors (Board) accept the Measure W Citizens' Oversight Committee (COC) Annual Report on the use of Measure W revenues for the Fiscal Year Ended June 30, 2025.

Significance

On July 11, 2018, the District adopted and sought voter approval to implement an ordinance imposing a half-cent retail transactions and use tax to implement the San Mateo County Congestion Relief Plan (Measure W Ordinance). The County's voters approved Measure W on November 6, 2018. The Measure W Ordinance requires the District to have an independent auditor annually review the receipts and expenditures of tax proceeds under the Congestion Relief Plan and then present that audit to the COC. The COC must then receive and hold a public hearing on the Measure W Audit and issue a report to provide County residents with information regarding how tax proceeds are being spent.

As it does each year, the COC held a public hearing on March 02, 2026, to receive public comments on the Annual Audit of Measure W Tax Revenues and Expenditures for the Fiscal Year Ended June 30, 2025 (Measure W 2025 Audit). After the conclusion of the hearing, the COC voted to accept the FY25 Measure W Audit. The COC subsequently held a meeting on May 11, 2026, and voted to accept the Annual Committee Report on Use of Measure W Tax Revenues and Expenditures for fiscal year ended June 30, 2025.

Budget Impact

There is no impact on the Budget.

Background

The District contracts with an independent auditor, Eide Bailly LLP, to conduct the Measure W Audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States of America.

In its capacity as the independent oversight committee, the COC is responsible for verifying that the tax proceeds are invested in a way that is consistent with the purpose of the tax by:

1. Receive the San Mateo County Transit District's (District) Financial Audit of Measure W Funds (Measure W Audit);

2. Conduct a public hearing on the Measure W Audit and receive public comments; and

3. Provide direction on the report to be drafted on behalf of the COC to provide County residents with information on how Measure W tax proceeds are being spent.

Prepared By:	Kyle Huie	Manager, Accounting	650-551-6180
	Danny Susantin	Interim Director, Accounting	650-622-8073

San Mateo County Transit District

Report of the Measure W Citizens' Oversight Committee

Fiscal Year 2025 (July 2024 – June 2025)

The Measure W Citizens Oversight Committee (COC) is pleased to provide its Fiscal Year 2025 (FY25) annual report on the expenditure of proceeds from the San Mateo County Transit District's (District) 2018 Measure W.

The principal duties of the COC are to ensure that the proceeds have been expended for the purposes set forth in the Measure W ballot language and to provide a report on the independent audit conducted pursuant to the ballot language and the District Ordinance (Ordinance), which placed Measure W on the ballot. This report is being issued in accordance with Section 7h of the 2018 San Mateo County Transit District Retail Transactions and Use Tax Ordinance, commonly referred to as Measure W.

Measure W tasks the COC with providing information on the expenditure of sales tax revenue to the taxpayers of San Mateo County in the following ways:

- Receive the District's annual audit report on receipts and expenditures of Measure W tax proceeds and expenditures under the Congestion Relief Plan
- Hold an annual public hearing on the audit report
- Issue an annual report of the COC on the audit results

The Board of Directors of the District and the Board of Directors of the San Mateo County Transportation Authority (SMCTA) are responsible for the prioritization and distribution of funds received pursuant to the provisions of Measure W. The independent audit conducted by the District and the COC's report are intended to provide additional accountability with respect to the expenditure of these proceeds by both the District and the SMCTA.

The District's FY25 audit report for Measure W tax was conducted by Eide Bailly, LLP, an independent accounting firm with several years of experience conducting independent audits of the financial results of both the District and the SMCTA. In its audit, Eide Bailly, LLP provided what is known as an unmodified opinion (what is often referred to as a "clean" opinion) on the Measure W financial statements prepared by District staff. An unmodified opinion means the auditors concluded that the financial statements are presented fairly, in all material respects, in compliance with accounting principles generally accepted in the United States of America. The COC held a public hearing on the report on March 2, 2026. A copy of the audit report is attached as Appendix A.

Measure W Funding Categories and Principles

In 2018, San Mateo County voters approved Measure W (https://www.smcta.com/media/6747/download), a 30-year half cent sales tax beginning July 1, 2019 through June 30, 2049, by a vote of 66.9 percent. In doing so, they provided the county with additional resources to improve transit and relieve traffic congestion. The District levies the tax and administers investments for 50 percent of the program under the County Public Transportation Systems category in Measure W's Congestion Relief Plan, and the SMCTA is responsible for

administering the other categories, which make up the remaining 50 percent of the measure revenues.

Figure 1. Measure W Funding Categories

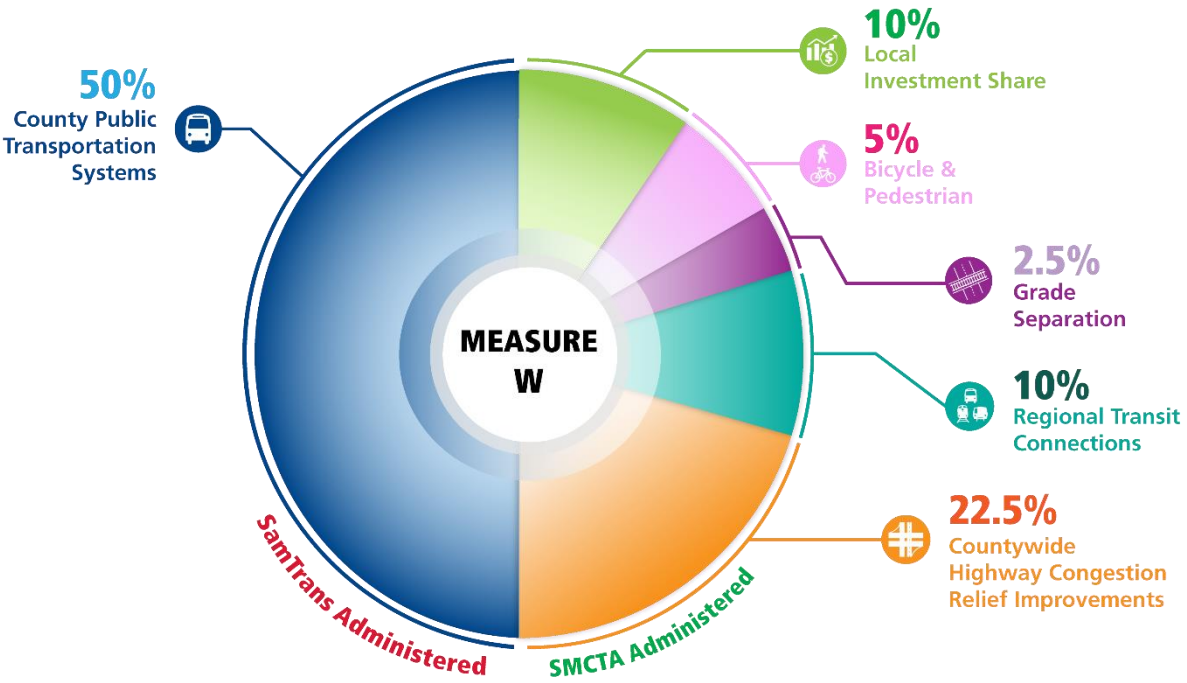


Figure Source: SMCTA Strategic Plan 2020-2024

Measure W contains 11 Core Principles to guide program implementation where applicable:

1. Relieve traffic congestion countywide.

2. Invest in a financially sustainable public transportation system that increases ridership, embraces innovation, creates more transportation choices, improves travel experience, and provides quality, affordable transit options for youth, seniors, people with disabilities, and people with lower incomes.

3. Implement environmentally-friendly transportation solutions and projects that incorporate green stormwater infrastructure and plan for climate change.

4. Promote economic vitality, economic development, and the creation of quality jobs.

5. Maximize opportunities to leverage investment and services from public and private partners.

6. Enhance safety and public health.

7. Invest in repair and maintenance of existing and future infrastructure.

8. Facilitate the reduction of vehicle miles traveled, travel times and greenhouse gas emissions.

9. Incorporate the inclusion and implementation of complete street policies and other strategies that encourage safe accommodation of all people using the roads, regardless of mode of travel.

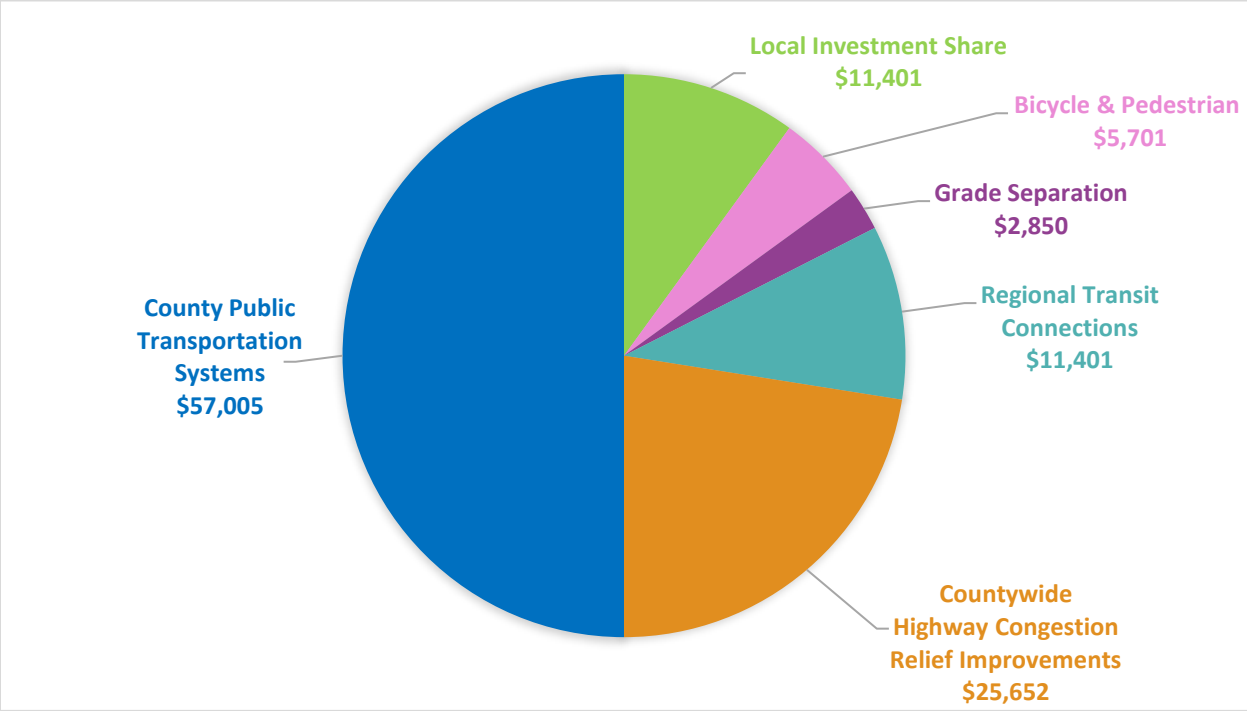
10. Incentivize transit, bicycle, pedestrian, carpooling and other shared-ride options over driving alone; and

11. Maximize traffic reduction potential associated with the creation of housing in high-quality transit corridors.

A. Receipt and Distribution of Measure W Funding

A total of $114 million in Measure W sales tax was received in FY25. Per Measure W, the funds are divided equally between the District and SMCTA as shown in Figure 1 above. Figure 2 provides the specific breakdown of funding apportioned between the District and the SMCTA program categories based on the funding received.

Figure 2. Fiscal Year 2025 Measure W Revenue Distributions (in thousands)



Data Source: Fiscal Year 2025 Audit Report

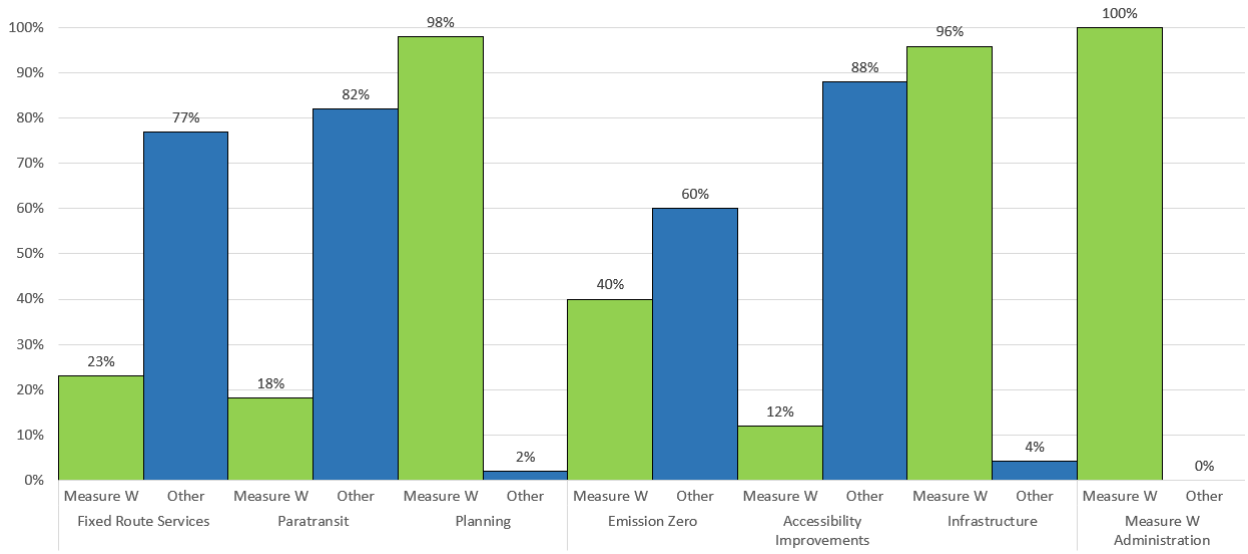
B. District Expenditures of Measure W in Fiscal Year 2025

District Measure W revenues were spent on supporting SamTrans transit services in several operating and capital projects. Measure W generated $57 million to the District and expenditures totaled $37 million in FY25. The District will spend the remaining Measure W funding in future years.

In FY25, Measure W District funds were spent in the following categories:

- Fixed Route School Oriented Services: $17.7 million
- Paratransit: $4.3 million
- Planning: $4.4 million
- Emission Zero Projects: $9.6 million
- Infrastructure: $0.7 million
- Accessibility Improvements $0.1 million
- Measure W Administration: less than $0.1 million

Figure 3. Fiscal Year 2025 District Category Expenditures by Funding



Note: Funding percentages relate specifically to FY25 District Measure W projects (Measure W Audit Report, https://www.samtrans.com/media/36857, page 12)

C. SMCTA Expenditures of Measure W in Fiscal Year 2025

In 1988, San Mateo County voters approved Measure A, (https://www.smcta.com/media/3705/download), a 20-year half-cent sales tax to fund and leverage additional funding for transportation projects and programs in San Mateo County. The approval of Measure A created the SMCTA to manage and administer the sales tax revenues generated in conformance with the Transportation Expenditure Plan (TEP). The 1988 sales tax expired on December 31, 2008, and in 2004, the San Mateo County voters reauthorized the Measure A (https://www.smcta.com/media/3706/download) half-cent sales tax and a new TEP for an additional 25 years (from January 1, 2009, through December 31, 2033). The TEP describes programs and projects, as identified by the cities, local agencies and citizens of San Mateo County, and includes funding for multiple modes to help meet the County's transportation needs.

Unlike the District, which expends Measure W funds on projects and programs directly, the SMCTA is primarily a granting agency and provides Measure W funds to cities and other local agencies throughout San Mateo County. The SMCTA's investments in FY25 are guided by the SMCTA's Strategic Plan 2025-2029, (https://www.smcta.com/media/StrategicPlan2025-2029) which was adopted in December 2024 by the SMCTA Board of Directors. The Strategic Plan outlines the principles, vision, goals, and implementation procedures for both Measure A and Measure W funds over a five-year period. Adoption of a Strategic Plan every five years is a requirement of both the SMCTA's Measure A Transportation Expenditure Plan (https://www.smcta.com/files/smcta/Assets/SMCTA/Documents/2009-2033%2BTransportation%2BExpenditure%2BPlan.pdf) and the Measure W Congestion Relief Plan (https://www.smcta.com/files/samtrans/Assets/public%2Baffairs/pdf/Ordinance.pdf).

With the notable exception of the local investment share (Local Safety, Pothole and Congestion Relief Improvements as identified in the Measure W expenditure plan), which is provided directly to cities and the County by the SMCTA, the remainder of the SMCTA's Measure W funding is programmed and allocated through competitive calls for projects (CFP) for each program category. The SMCTA's CFPs typically occur on biennial cycles for each category, with the Regional Transit Connections Program (RTC) occurring every four years. While funds are awarded and allocated to projects in each CFP cycle by the SMCTA Board of Directors, the expenditure of those funds are based on reimbursements to project sponsors for eligible project expenses.

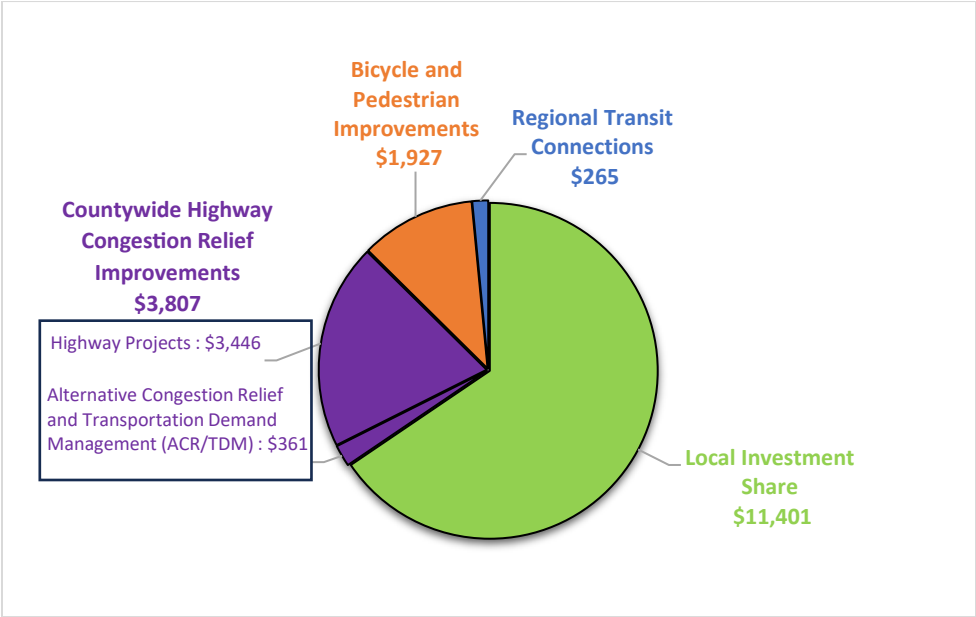
For FY25, expenses were realized in the Highway, Local Investment Share, Bicycle and Pedestrian, and RTC programs. Highway expenditures also include the Transportation Demand Management (TDM) program sub-category, which is called out in Figure 4 separately. While there were expenditures in the RTC program, they were associated with annual oversight and administrative expenses associated with issuing the first CFP in April 2025. The only SMCTA Measure program category with no expenses is the Grade Separation program. Updated policy guidance for the Grade Separation program was adopted by the Board in January 2026 and directs the majority of grade separation funding, from both Measure A and Measure W, to the Broadway grade separation project while also reserving funding to complete the final design of

the Linden Avenue and Scott Street grade separation. Since inception of Measure W, the Grade Separation program has accrued $16 million.

The expenses in FY25 are shown in Figure 4, and correspond to the following efforts and projects:

- Countywide Highway Congestion Improvements including:
    - US 101 / State Route (SR) 92 Interchange Area Improvements
    - Moss Beach SR 1 Congestion and Safety Improvements
    - Route 1/Manor Drive Overcrossing Improvements Project
    - Alternative congestion relief program expenditures for projects across San Mateo County
- Local Investment Share (Local Safety, Pothole and Congestion Relief Improvements) for local transportation investments such as roadway rehabilitation, planning and implementing traffic safety projects and promoting alternative modes of transportation.
- Bicycle and Pedestrian Improvements across San Mateo County including:
    - The County Office of Education’s Safe Routes to School program
    - Menlo Park's Middle Avenue Project
    - City of Pacifica's Esplanade & Palmetto Improvements
    - San Mateo County’s Alpine Road Corridor Improvements

Figure 4. Fiscal Year 2025 SMCTA Measure W Expense Distributions (in thousands)



Data Source: Fiscal Year 2025 Audit Report

SMCTA Funding Allocations and Consistency with Measure W Core Principles

The Strategic Plan 2025-2029 establishes scoring criteria[1] based on the Measure W Core principles[2], as well as the Goals of Measure A[3]. These scoring criteria are applied to the competitive CFPs for the following program categories: Highways, Grade Separations, Pedestrian and Bicycle, and Regional Transit Connections. Projects that compete well in the CFP process are those that score well in accordance with these criteria. In FY25, the SMCTA conducted three CFPs including Measure W funding, Cycle 1 of the RTC program, Cycle 2 of the TDM program, and Cycle 7 of the Pedestrian and Bicycle Program.

Additionally, as part of the Pedestrian & Bicycle Program, the SMCTA Strategic Plan 2025-2029 directs 5 percent of Measure W Pedestrian & Bicycle Program funding to the County's Safe Routes to School (SRTS) program. Two years of funding, $0.48 million, was programmed and allocated at the April 2024 SMCTA Board meeting for FYs 25 and 26. These funds are directed to the San Mateo County Office of Education which administer the SRTS CFP directly with local schools and school districts.

[1] Appendices Strategic Plan 2025-2029, (https://www.smcta.com/media/StrategicPlan2025-2029Appendices) Appendix H

[2] Strategic Plan 2025-2029, (https://www.smcta.com/media/StrategicPlan2025-2029) Page 13

[3] Strategic Plan 2025-2029, (https://www.smcta.com/media/StrategicPlan2025-2029) Page 10

Administrative Overhead

Administrative overhead is comprised of administrative wages, benefits, and indirect costs necessary to support shared services provided by the District. To promote equitable distribution, the District utilizes an external consulting firm to establish the Indirect Cost Allocation Plan (ICAP) rate. These overhead costs are dependent on positions, salaries, vacancy rates, and the finalized ICAP rate for the fiscal year.

Equity and Community Support Considerations for the Distribution of SMCTA Funding

As part of the SMCTA Strategic Plan 2025-2029, equity and community support are highlighted as a core evaluation criterion in SMCTA CFP processes. Projects are evaluated holistically in terms of demonstrated community/stakeholder support, as well as geographic and socioeconomic equity. Demonstrated community support now also includes additional consideration for inclusion of Community-based Organization input and support of projects in the evaluation criteria.

Geographic Equity

Geographic equity is evaluated by a Call for Projects Scoring Evaluation Committee assembled to review the submitted applications. The Committee assesses whether sales tax revenue is being distributed fairly to all areas in the San Mateo County. Specifically, the Evaluation Committee often looks at whether funds are proposed to be distributed between the Coast side versus the Bayside and amongst the North, Central, and Southern portions of the county. This often includes a review of past funding awards, in particular for smaller jurisdictions that may not often apply for Measure A and Measure W funding. The Evaluation Committee then makes recommendations to the SMCTA Board of Directors for their consideration if there are any deviations proposed from the ranked project list.

Socioeconomic Equity

Socioeconomic equity scoring criteria are more directly linked to evaluating locations throughout San Mateo County that may have higher proportions of the historically underserved and/or communities with lower incomes or higher ratios of people of color as compared to other locations. These criteria are generally consistent with the Senate Bill 535 statewide criteria, the Metropolitan Transportation Commission's (MTC) regional criteria, and the newly developed Reimagine SamTrans countywide criteria.

Additionally, applicants are provided with a narrative question that allows them to describe other equity benefits for other vulnerable populations such as children, seniors, people living in high density and affordable housing, low-income residents, transit-dependent populations, and others that may not be directly captured in the technical equity analysis metrics.

Technical Assistance to Jurisdictions

The Strategic Plan 2025-2029 recommended the SMCTA strive to further its role with technical assistance, as resources permit, to advance project delivery. The following are the four areas of concentration for SMCTA technical assistance:

- Provide technical assistance to sponsors, not limited to the Highway Program.
- Utilize consultant services to offer Complete Streets and other best practice workshops.
- Temporarily offer consultant services to sponsors, on request, to keep projects moving, while minimizing delay.
- Provide consultant services to help sponsors better position themselves to obtain grant funds to better leverage SMCTA funding.

All programs may request SMCTA to both provide technical assistance to develop and lead projects on behalf of sponsors. As part of the Pedestrian and Bicycle Program adopted in December 2024, two of the 24 project awards requested technical assistance from the SMCTA.

Regional Transit Connections

The RTC category receives ten percent of Measure W revenue. The intent of the category is to invest in infrastructure and services that are designed to improve transit connectivity between San Mateo County and the rest of the nine-county Bay Area region. The Strategic Plan 2025-2029 recommended that a Regional Transit Connections planning study and an accompanying Transit Capital Improvement Program (CIP) be prepared to better inform the competitive selection process. The plan was adopted by the SMCTA Board in October 2024, and a subsequent CFP was released in early April 2025. Eleven applications were received and the Board awarded $69.7 million for all eleven projects in June 2025.

Suggested Audit Report Improvements for FY2026

The Measure W COC commends the quality and clarity of the audit report. To further enhance transparency, the COC requests that the FY2026 report include each funded project's total cost, along with the percentage funded by Measure W. In addition, the COC recommends that the FY2026 report include cumulative expenditures, expressed as percentages and compared with the allocations required under Measure W.

Appendices

A. FY25 Measure W Audit Report (https://www.samtrans.com/media/36857)

Additional Information

1. District FY25 Annual Comprehensive Financial Report
2. District FY25 Popular Annual Financial Report (https://www.samtrans.com/media/36376)
3. District FY25 Adopted Budget (https://www.samtrans.com/media/30697)
4. SMCTA FY25 Annual Comprehensive Financial Report (https://www.smcta.com/media/36374)
5. SMCTA FY25 Popular Annual Financial Report (https://www.smcta.com/media/36377)
6. SMCTA FY25 Adopted Budget (https://www.smcta.com/media/33724)
7. SMCTA Strategic Plan 2025-2029 (https://www.smcta.com/media/StrategicPlan2025-2029)

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: Joan Cassman, Legal Counsel

Margaret Tseng, Executive Officer, District Secretary

Subject: **Reauthorizing Remote Meetings for the Citizens Advisory Committee and the Paratransit Advisory Council under Senate Bill 707**

Action

Staff proposes that the Board of Directors (Board) of the San Mateo County Transit District (District) consider adopting a resolution reauthorizing the Citizens Advisory Committee (CAC) and Paratransit Advisory Council (PAC) to continue to meet remotely under procedures created by Senate Bill (SB) 707 for six months, with the understanding that similar resolutions would be required every six months hereafter to facilitate continuation of remote meetings.

Significance

SB 707, adopted in 2025, made significant changes to the Brown Act and within its provisions, included allowing certain advisory bodies, referred to as "eligible subsidiary bodies," to hold meetings when all members may be remote, without (a) having to open remote locations to the public, or (b) limiting the frequency of or requiring justifications for remote participation. Board action was required before the District could take advantage of the new allowance for fully remote meetings of "eligible subsidiary bodies." The Board authorized the CAC to meet remotely under SB 707 on January 7, 2026, pursuant to Resolution No. 2026-04, and the PAC to meet remotely under SB 707 on April 1, 2026, pursuant to Resolution No. 2026-21. The CAC passed a motion to authorize remote participation for its members at the January 28, 2026 CAC regular meeting. The PAC passed a motion to authorize remote participation for its members at the April 14, 2026 PAC regular meeting. The Board is required to adopt a resolution, and subsequently the CAC and PAC must approve remote participation, at least every six months to continue the authorized remote meetings. With approval of the proposed action, the CAC and PAC will be on a single approval schedule moving forward.

Remote Meetings of Eligible Subsidiary Bodies

Based on definitions set forth in SB 707, Legal Counsel advises that the CAC and PAC[1] qualify as "eligible subsidiary bod[ies]." As required by SB 707, before the CAC and PAC can continue meeting remotely as previously authorized, the Board would need to adopt a resolution making findings that (1) the Board has considered the circumstances of the CAC and PAC; (2) the public has been made aware of the type of remote participation being contemplated and has been provided with an opportunity to comment at this in-person meeting of the Board; and (3) fully remote, teleconference meetings of the CAC and PAC will improve the attraction, retention, and diversity of CAC and PAC members. The findings expressed in the attached resolution, which would need to be adopted again every six months, reflect that:

1. Staff has reviewed the operational needs of the CAC and PAC, which consist of volunteers who represent a broad geographic area. Requiring (a) in-person attendance, (b) limiting the frequency and reasons for remote participation, or (c) public disclosure of and access to private residences as required under the Brown Act's traditional teleconference rules, are likely to (i) be a continuing barrier to service and (ii) hinder the committees' abilities to attract a quorum for every scheduled meeting.

2. Through the publication of this report and this public meeting, (a) the public has been notified that remote participation for both bodies will be provided through two-way audio-video Zoom teleconferencing, and (b) the public is being provided the opportunity to comment on the use of remote meeting technology.

3. Allowing remote participation will directly enhance the District's ability to recruit and retain diverse membership for the CAC and PAC. Use of remote meetings would continue to remove barriers for individuals with disabilities, those with caregiving responsibilities, and those with jobs and other schedule limitations or lack of predictability, and those without reliable evening transportation. Staff also expects that allowing fully remote participation will continue to support and encourage involvement of residents from the coastside of San Mateo County.

If the Board adopts these findings, the CAC and PAC may then vote to reauthorize remote meetings. Thereafter, CAC and PAC members may participate from remote locations for any or no stated reason, and without posting their addresses or opening their locations to the public. They would, however, need to appear on camera during the entire open portion of each meeting and only disable their cameras if they are having connectivity problems (or if needed as a reasonable accommodation for a disability). The District would continue to be required to provide a staffed, publicly accessible physical location for each meeting.

---

[1] The Measure W Citizens Oversight Committee's (COC) sole duties relate to the District's implementation of a sales tax. Accordingly, Legal Counsel has advised that the Measure W COC likely is not permitted to take advantage of fully remote meetings under SB 707. The SamTrans Accessibility Advisory Committee (SAAC) was not created by charter, ordinance, resolution, or any formal action of the Board, and no Board members serve on the SAAC. Therefore, the SAAC is not subject to the Brown Act.

Budget Impact
There is no budget impact associated with the proposed action.

Background
The Brown Act, codified at California Government Code section 54950, et seq. requires meetings of local legislative bodies to be open and accessible to the public. Rules cover everything from the contents, publication and posting of meeting notices and agendas; to the timing and structure of public comment; to the use of teleconferencing by local legislators.

The law has been modified via a string of executive orders and bills (including but not limited to Assembly Bill (AB) 361, AB 2449 and SB 707) over the past six years, initially to address pandemic-related needs for remote meetings. The most recent of these amendments focus on technological advancements in teleconferencing and the public's changing expectations regarding the need for in-person meeting attendance.

At the January 7, 2026 meeting, the Board requested data on the remote participation of CAC members when the reauthorization for remote participation for advisory bodies returned for Board consideration. The table below contains the data for CAC members who attended meetings remotely, in-person, and the membership size of the CAC. At four of the five meetings, 21 percent to 27 percent of CAC members attended via remote participation.

CAC 2026 Meeting	Remote Members	In-Person Members	CAC Membership
February 25	3	8	11
March 25	3	8	11
April 29	1	8	11
May 27	3	11	14
June 24	3	9	14

The PAC has held two meetings since the Board authorized, and subsequently the PAC approved, remote participation in April 2026. The table below contains the data for PAC members who attended meetings remotely, in-person, and the membership size of the PAC.

PAC 2026 Meeting	Remote Members	In-Person Members	PAC Membership
May 12	1	6	10
June 9	0	7	10

Prepared By: Shayna van Hoften — Legal Counsel el — 415-995-5880
Loana Lumina-Hsu — Deputy District Secretary — 650-508-6466

Resolution No. 2026-

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

*** * ***

Reauthorizing Remote Meetings for the Citizens Advisory Committee and the Paratransit Advisory Council under Senate Bill 707

Whereas, the Board of Directors (Board) of the San Mateo County Transit District (District) established the Citizens Advisory Committee (CAC) to represent transit users and provide input on the experiences and needs of current and potential transit customers; and

Whereas, in 1978, pursuant to Resolution No. 039373, the Board authorized and requested that the District create, maintain and staff a paratransit coordinating council for San Mateo County, consistent with Metropolitan Transportation Commission Resolution No. 458, "to be responsible for the development and implementation of transportation programs designed to solve the transit problems of minorities, elderly, young, handicapped, economically disadvantaged and other nondrivers, in coordination and cooperation with appropriate private and nonprofit agencies, and paratransit operators, within the established boundaries of the transit district" (San Mateo County Paratransit Coordinating Council or PCC); and

Whereas, in 2024, the PCC changed its name to the "Paratransit Advisory Council" or "PAC"; and

Whereas, beginning January 1, 2026, Senate Bill 707 (SB 707) amended the Ralph M. Brown Act (California Government Code 54950 et seq.) to permit certain advisory committees, designated as "eligible subsidiary bodies," to hold remote meetings once (1) a board of

directors has considered the circumstances of the committee; (2) the board of directors finds that teleconference meetings of the eligible subsidiary body(ies) will improve the attraction, retention, and diversity of committee members; (3) the public has been made aware of the type(s) of remote participation available and has been provided with an opportunity to comment at an in-person meeting of the board of directors concerning the transition to remote meetings; and (4) the eligible subsidiary body(ies) take subsequent action to approve their use of remote meetings; and

Whereas, "eligible subsidiary bodies" are defined as committees that serve exclusively in an advisory capacity and are not authorized to take final action on legislation, regulations, contracts, licenses, permits, or any other entitlements, grants, or allocations of funds, nor have subject matter jurisdiction, as defined by charter, ordinance, resolution, or any formal action of the legislative body that created the subsidiary body, over elections, budgets, police oversight, privacy, removal or restriction of materials in public libraries, or taxes or related spending proposals; and

Whereas, the CAC and PAC meet this definition of "eligible subsidiary body;" and

Whereas, the Board previously authorized the CAC to meet remotely pursuant to Resolution No. 2026-04, and the PAC to meet remotely pursuant to Resolution No. 2026-21; and

Whereas, the Board has considered the circumstances of the CAC and PAC and finds that allowing the CAC and PAC to continue to hold remote meetings via Zoom teleconferencing (with options for online and telephonic participation) under SB 707 would promote the attraction, retention, and diversity of CAC and PAC members; and

Whereas, the public has been made aware of the types of remote participation being contemplated and has been provided with an opportunity to comment at an in-person meeting of the Board regarding the use of remote meetings; and

Whereas, the Board desires to reauthorize the CAC and PAC to hold remote meetings, with the understanding that at least one staffed physical location will continue to be made available to committee members and the members of the public who wish to attend in person, though there will be no need for a quorum of the committee to attend in person or for members to publish their respective remote locations, or open such locations to the public; and

Whereas, the Board further recognizes that any recommendations made by the CAC or PAC during a remote meeting must be presented to the Board through an oral report at one meeting before the Board may take action on such recommendation at a subsequent meeting; and

Whereas, the Board understands that SB 707 limits the authority granted hereunder to be in effect for up to six months.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby reauthorizes the Citizens Advisory Committee and Paratransit Advisory Council to meet remotely as eligible subsidiary bodies under Senate Bill 707.

Be It Further Resolved that this resolution will be in effect for six months, and the Board directs staff to agendize reconsideration of the authority granted hereunder at the Board's January 2027 meeting.

Regularly passed and adopted this 8th day of July, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

23250260.1

San Mateo County Transit District

Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Contract to FBD Vanguard Construction, Inc. for Concrete Replacement at the Redwood City Transit Center for a Total Amount of $540,703**

Action

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

1. Award a contract to FBD Vanguard Construction, Inc. of Livermore, California (FBD Vanguard) for Concrete Replacement at the Redwood City Transit Center (Project) for a total amount of $540,703.

2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with FBD Vanguard in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

Significance

The Redwood City Transit Center, also known as Sequoia Station, is an active transit facility serving bus patrons, pedestrians, drivers, nearby businesses, and the surrounding community. Portions of the existing concrete and asphalt pavement have deteriorated, and trench plates are currently being used in several areas as a temporary safety mitigation.

The Project will replace approximately 8,800 square feet of concrete and 3,500 square feet of asphalt, for a total of approximately 12,300 square feet of pavement replacement. The Transit Center includes approximately 47,500 square feet of concrete; accordingly, the Project focuses on replacing the most deteriorated areas rather than the entire paved surface. This targeted replacement approach addresses any safety concerns, preserves the continued use of the facility, and avoids unnecessary capital expense. The approach is also cost-effective because it addresses short-term needs while avoiding investing in a full replacement of the facility because the District anticipates relocating the transit center in approximately ten years.

Budget Impact

The Project is a recurring State of Good Repair project. The proposed contract award will be funded from available Project budgets approved by the Board from Fiscal Year 2025 through 2027, including funding from the District Sales Tax and prior years' capital expense set-aside.

Background

On March 9, 2026, the District issued Invitation for Bid (IFB) 26-S-C-093 for the Project and conducted outreach to trade journals. The solicitation was advertised in a newspaper of general circulation and posted on the District's e-procurement website. An optional pre-bid meeting was held on March 23, 2026, with six prospective bidders in attendance, followed by a mandatory site walk on March 24, 2026, attended by seven prospective bidders.

The District held a public bid opening on April 27, 2026, and received four responsive bids as follows:

Company	Grand Total Bid Price	SBE Status	5% of lowest non-SBE bid	Evaluated Price
Engineer's Estimate	**$495,275.00**			
FBD Vanguard Construction, Inc.	$540,703.00	Not SBE	Not Applicable	$540,703.00
Golden Bay Construction, Inc.	$598,508.75	SBE	($27,035.15)	$571,473.60
Sposeto Engineering, Inc.	$639,239.50	SBE	($27,035.15)	$612,204.35
Tri Valley Excavating Co., Inc.	$604,502.97	SBE	($27,035.15)	$577,467.82

Staff reviewed all bids for responsiveness, and determined that all four were responsive to the solicitation documents. Three of the four bidders qualified for the Small Business Enterprise (SBE) preference; accordingly, staff applied the five percent preference for evaluation purposes based on the lowest non-SBE bid, which is $27,035.15. After applying the SBE preference, staff and legal counsel determined that FBD Vanguard submitted the lowest responsive bid. FBD Vanguard's total bid price was approximately 9 percent above the engineer's estimate and is within the Agency's estimated range for the Project. Staff conducted a price analysis and confirmed FBD Vanguard's prices are fair, reasonable, and competitive to market pricing.

FBD Vanguard is an established contractor with more than 25 years of construction experience. Staff performed reference checks and confirmed FBD Vanguard's experience and competency. Based on these findings, staff concluded that FBD Vanguard is appropriately qualified and capable of meeting the requirements of the contract, and is, therefore, the lowest responsive and responsible bidder.

Prepared By:	Adam Jung	Procurement Administrator	650-508-7767
	Doug Deming	Facilities Project Engineer	650-508-6251

Resolution No. 2026-

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

*** * ***

Awarding a Contract to FBD Vanguard Construction, Inc. for Concrete Replacement at the Redwood City Transit Center for a Total Amount of $540,703

Whereas, on March 9, 2026, the San Mateo County Transit District (District) issued an Invitation for Bids (IFB) 26-S-C-093 for Concrete Replacement at the Redwood City Transit Center, also known as Sequoia Station (Project); and

Whereas, the District conducted outreach to trade journals, advertised in a newspaper of general circulation, posted the IFB on the District's e-procurement website, and hosted a non-mandatory pre-bid meeting and a mandatory site visit; and

Whereas, in response to the IFB, the District received four bids; and

Whereas, staff reviewed the submitted bids and determined that all four bids were responsive to the IFB requirements; and

Whereas, staff and legal counsel determined that FBD Vanguard Construction, Inc. of Livermore, California (FBD Vanguard) is the lowest responsive and responsible bidder; and

Whereas, staff conducted a price analysis and determined FBD Vanguard's price to be fair and reasonable in comparison to the engineer's estimate, and consistent with current market prices in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to FBD Vanguard for the Project for the total amount of $540,703.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to FBD Vanguard Construction, Inc. of Livermore, California for Concrete Replacement at Redwood City Transit Center for a total amount of $540,703; 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 FBD Vanguard in full conformity with the terms and conditions of the solicitation documents, and in a form approved by legal counsel.

Regularly passed and adopted this 8th day of July, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

23198133.2

San Mateo County Transit District

Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Nathanial Kramer, Chief People Officer

Subject: **Awarding a Contract to DSI Medical Services, Inc. to Provide Third Party Administration for Drug and Alcohol Testing Services for a Not-To-Exceed Amount of $281,453 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for a Not-To-Exceed Amount of $200,062, for an Aggregate Not-To-Exceed Amount of $481,515**

Action

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

1. Award a contract to DSI Medical Services, Inc. of Horsham, Pennsylvania (DSI) to provide Third Party Administration for Drug and Alcohol Testing Services (Services) for a not- to-exceed amount of $281,453 for a three-year base term, with up to two additional one-year option terms for a not- to-exceed amount of $200,062, for an aggregate not-to-exceed amount of $481,515.

2. Authorize the General Manager/CEO or designees to execute a contract with DSI 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 designees to exercise up to two additional 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 and experienced firm to perform the following services:

- Provide drug and alcohol testing collection sites

- Complete laboratory testing and statistical summaries as required by/for Federal Transportation Administration (FTA), U.S. Department of Transportation (DOT), and non-DOT Physicals to District staff

- Perform pre-employment, post-accident, random reasonable suspicion, return-to-duty, and follow-up testing services for safety-sensitive employees

- Conduct random "pull" testing using selection lists of employees in accordance with DOT/FTA random testing requirements

- Electronic storage of results of all completed DOT and non-DOT drug and alcohol tests

- Compliance review and audit support services

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

Background
On December 4, 2025, the District issued a Request for Proposals (RFP) 26-S-P-066 for Third Party Administrator for Drug and Alcohol Testing Services. The RFP was posted on the District's e-procurement portal. A pre-proposal meeting was held on December 16, 2025, and 18 potential proposers attended. Proposals were due on January 29, 2026, and the District received six proposals from the following vendors:

- DSI

- Leyli & Co, LLC of Campbell, California

- Nao Medical of Mineola, New York

- No Drugs, Inc. of Fremont, California

- NorCal Allied Services, LLC of Carmichael, California

- Silver Moon Holdings, Inc. of Rocklin, California

Staff and legal counsel reviewed the submittals and determined that five out of the six were responsive to the requirements of the RFP. A Selection Committee (Committee), composed of qualified staff from the District's Labor Relations Department and Recruiting Department, and from Alameda-Contra Costa Transit District's Drug and Alcohol Department, evaluated, scored and ranked these proposals in accordance with the following weighted criteria:

Evaluation Criteria	Max Points
Company Qualifications, Experience and References	30
Qualifications and Experience of Key Personnel	30
Project Understanding and Management Plan	20
Reasonableness of Cost	20
Small Business Enterprise (SBE) Preference	5
Total	**105**

The Committee determined that DSI is the highest-ranked firm and possesses the requisite depth of experience and qualifications required to successfully perform the Services as defined in the solicitation documents. Only two vendors, Leyli and Co, LLC and Silver Moon Holdings, Inc. qualified for the SBE preference points.

Staff conducted a price analysis and determined the prices to be fair and reasonable and consistent with those charged for similar services in the Bay Area.

Prepared By:	Julie Herron	Employee Relations Administrator	650-622-7891
	Danielle Sanderson	Contract Administrator	650-551-6130

Resolution No. 2026-

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

*** * ***

Awarding a Contract to DSI Medical Services, Inc. to Provide Third Party Administration for Drug and Alcohol Testing Services for a Not-To-Exceed Amount of $281,453 for a Three-Year Base Term, with up to Two Additional One-Year Option Terms for a Not-To-Exceed Amount of $200,062, for an Aggregate Not-To-Exceed Amount of $481,515

Whereas, on December 4, 2025, San Mateo County Transit District (District) issued a Request for Proposals (RFP) 26-S-P-066 for a Third-Party Administrator for Drug and Alcohol Testing Services (Services) to provide support to staff who manage the District's random and pre-employment drug and alcohol testing program mandated and regulated by the United States Department of Transportation; and

Whereas, in response to the RFP, the District received six proposals by the due date of January 29, 2026; and

Whereas, a Selection Committee (Committee), composed of qualified District staff and AC Transit's Drug and Alcohol Department, evaluated, scored, and ranked the proposals in accordance with the weighted criteria in the RFP; and

Whereas, the Committee determined that DSI Medical Services, Inc. of Horsham, Pennsylvania (DSI) is the highest-ranked firm, and possesses the experience, understanding and knowledge to successfully perform the Services described in the RFP; and

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

Whereas, staff conducted a price analysis and determined that DSI's prices are fair, reasonable, and consistent with those charged for similar services in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to DSI to provide the Services for a not-to-exceed amount of $281,453 for a three-year base term, with up to two additional one-year option terms for a not-to-exceed amount of $200,062, for an aggregate not-to-exceed amount of $481,515.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby awards a contract to DSI Medical Services, Inc. to provide Third Party Administration for Drug and Alcohol Testing Services for a three-year base term for a not-to-exceed amount of $281,453, with up to two additional one-year option terms for a not-to-exceed amount of $200,062, for an aggregate not-to-exceed amount of $481,515; 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 DSI 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 two additional one-year option terms, if in the best interest of the District.

Regularly passed and adopted this 8th day of July, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

BOARD OF DIRECTORS 2026

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MARINA FRASER
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APRIL CHAN
GENERAL MANAGER/CEO

Memorandum

Date: July 1, 2026

To: SamTrans Board of Directors

From: April Chan, General Manager/CEO

Subject: Report of the General Manager/CEO

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

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	350	13	344

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

Miles Between Preventable Accidents

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

	May 2026			FY 2026 YTD
	Total Miles	**Preventable Accidents**	**Miles Between Preventable Accidents**	**Miles Between Preventable Accidents**
North Base	372,281	5	74,456	71,211
South Base	235,114	3	78,371	54,259
Trainee In-service	4,926	0	No Accidents	39,046
CUB	248,539	6	41,423	50,447
Fixed Route Total	860,860	14	61,490	58,074
ADA	178,125	4	44,531	70,840
Micro Transit	15,984	1	15,984	37,906

Severity Classifications

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

Severity Classification Definitions:

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

May 2026	**Preventable Accidents - Severity**			
	Negligible	**Marginal**	**Critical**	**Catastrophic**
North Base	1	4	0	0
South Base	1	1	1	0
Trainee In-service	0	0	0	0
CUB	2	3	0	0
Fixed Route Total	4	8	1	0
ADA	3	**1**	0	0
Micro Transit	0	0	0	0

Safety Updates

Safety Campaign: SamTrans launched the June–July Safety Campaign, "Stay Aware, Stay Clear – Prevent the Preventable" focused on reducing preventable accidents by increasing awareness and promoting safe decision-making. Based on accident trends, the campaign highlights key areas including right-side clearance, following distance, reversing awareness, and passenger door safety. The goal is to reinforce everyday safety habits, encourage operators to slow down, check their surroundings, and identify hazards before they become incidents.

Human Trafficking Awareness: On June 11, 2026, Safety and Security launched a human trafficking awareness blitz at Redwood City Sequoia Station in support of the Fédération Internationale de Football Association (FIFA) games, where the Safety team members met with operators and distributed Human Trafficking Quick Guide cards. The Safety team then continued the outreach at Daly City Bay Area Rapid Transit (BART) station and will visit additional locations through July 1, 2026, date of the final FIFA game in the Bay Area.

Thereafter, human trafficking awareness messages will continue to be displayed on District buses and at select bus stop shelters on the Peninsula. Staff is also working with Optempo to provide recorded training in August for future use. Human trafficking awareness training is also included in all new-hire orientation for all front-line employees.

One Seat Ride (OSR) Pilot Program

Metropolitan Transportation Commission (MTC) is sponsoring a one-year pilot program to provide a one-seat ride (OSR) between San Mateo County and San Francisco County. Redi-Wheels and San Francisco Paratransit customers making medical trips to the other county can avoid a transfer. Riders will get a one-seat, shared-ride trip to/from their destination. Riders will pay a premium fare of $8.00 per trip. OSR rides will be available Monday to Friday from 6:00 am to 6:00 pm. Customers making non-medical trips or traveling outside of the OSR service hours will continue to make inter-county transfers. The program will start on July 1, 2026. The MTC will provide up to $52,000 to fund the pilot program.

Connect Bay Area Update

Signatures gathered by a citizens' group to place the proposed Connect Bay Area measure on the ballot have been submitted for counting and validation to determine whether the measure will qualify for the November 2026 General Election ballot.

If the measure qualifies for the ballot and is approved by the voters, five percent or approximately $45 million annually will be allocated by the MTC for rider-focused improvements to make transit more affordable, accessible, and easier to use. In late June, MTC approved a Rider-Focused Improvements Expenditure Plan that clarifies the programs and policies eligible across several categories, including fare programs, accessibility, transit priority, and mapping and wayfinding.

Beginning in 2027, assuming the funding measure is passed by the voters and at least once every four years for the life of the measure, MTC will adopt a multi-year rider-focused

improvements funding program. Before adoption, MTC will present the proposed program to the Regional Network Management Council, which is made up of transit agency general managers and the Regional Network Management Customer Advisory Group for input.

Clipper BayPass Update

In March 2026, the Regional Network Management Council approved changes to the participation agreement between MTC and transit operators participating in the Clipper BayPass Pilot Program. The Phase 2 Pilot will operate until December 31, 2030. Changes will include reflecting existing eligible discounts, such as youth, senior, and low income, in the operator reimbursements to help expand participation by these groups of users, scaling administrative costs from a fixed amount to an annual basis, and simplifying the contracting process by offering a single Clipper BayPass contract that includes a pass-through for costs of any existing pass products (including SamTrans Way2Go and Caltrain GoPass). The amendment to the participation agreement was reviewed and approved by District staff in June 2026. No separate Board of Directors (Board) action was required since the Clipper BayPass Program was previously approved by the Board within the current SamTrans Fare Structure in 2024.

Clipper Next Generation Update

The Metropolitan Transportation Commission (MTC) and its contractor, Cubic Transportation Systems (Cubic), continue advancing the Clipper Next Generation transition. Limited customer account migration has been completed, while the broader migration remains on hold pending further system stabilization. As of June 24, approximately 2.08 million of the roughly 15 million customer accounts have been migrated. Current efforts remain focused on improving system stability and addressing outstanding operational, financial, and reporting issues. Although several software releases have resolved specific defects, agencies continue to experience intermittent service disruptions, customer account issues, and other system performance challenges that require ongoing remediation.

Ensuring the accuracy and reliability of financial settlements and ridership reporting remains a key priority. Transit operators have identified discrepancies between Clipper settlement reports and deposited fare revenues. Additionally, unresolved ridership data issues continue to affect the reliability of reporting outputs, leading some agencies, including San Mateo County Transit District (SamTrans), to temporarily suspend the public release of ridership statistics pending data validation. SamTrans staff from Finance, Operations, and Planning continue to work closely with MTC and Cubic to validate financial results, support audit requirements, improve data reconciliation processes, and help ensure the system is fully operational before broader customer account migration resumes.

Employee of the Month (EOM) Recognitions, May 2026

Bus Operator EOM for North Base is **Irene Livai**. This is Irene's first EOM Award during her sixteen months of service with the District.

Bus Operator EOM for South Base is **Ahmad Khatib**. This is Ahmad's third EOM Award during his eleven years of service with the District.

Bus Maintenance EOM for North Base is Mechanic B **Tuvae Misa.** This is Tuvae's eighth EOM Award during his twenty-six years of service with the District.

Bus Maintenance EOM for South Base is Mechanic B **Caesar Tatola**. This is Ceasar's third EOM Award during his nearly six years of service with the District.

Communications and Marketing Update
SamTrans Monthly Press Releases and Earned Media

Press Releases/Blogs/Podcasts:

- SamTrans reroutes ECR and 397 OWL service
- Student winners of Art Takes a Bus Ride
- SamTrans celebrates Bike to Wherever Days
- SamTrans launches $40 Summer Youth Pass
- Moving the Peninsula: Why SamTrans matters more than ever

Article Mentions:

- Memorial Day Service:
    - ABC7
- 19th Avenue construction (San Francisco):
    - KTVU Channel 2
- Clipper Bay Pass for District employees
    - NewsBreak
- Summer service schedule:
    - NewsBreak
- Bike to Wherever Days
    - NewsBreak
- Move to Millbrae
    - NewsBreak

- Connect Bay Area
    - SF Standard, Contra Costa News, Antioch Herald, Coastside News
- BTS concert in Palo Alto
    - KQED,
- Local investment Plan
    - MassTransit, San Mateo Daily Journal
- Route ECR detour:
    - San Mateo Daily Journal, World News
- Art Takes a Bus Ride
    - InMenlo

Social Media Activities

Digital Marketing Report

- The 50th Anniversary Campaign was in full gear - with posts showcasing the agency's history
- The SamTrans Jingle Contest launched, and heavy rotational messaging was pushed throughout the month to get entries
- Bike to Wherever Day was on May 15 and promotional and live messaging from the Millbrae energizer station was pushed
- SamTrans announced the 12 winners of the annual Art Takes a Bus Ride contest at the May Board Meeting. Student artwork will be displayed on two SamTrans buses for a year. This year's theme is *"Time Travelers Take the Bus: 50 Years in Motion."*
- Summer Youth Pass sales launched in May, offering unlimited rides for riders 18 and under for just $40

Organic Digital Marketing Highlights

- Asian American Pacific Islanders Month
- Older Americans Month
- Gear Up Mechanic Utility Worker Recruitment Campaign

- Ride Plus Microtransit Campaign
- Weekday ECR Burlingame Reroute (California Department of Transportation (Caltrans) construction)

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

May 2026	May 2025
Impressions: 473,368	Impressions: 1,063,355
Engagements: 4,477	Engagements: 3,205
Post Link Clicks: 1,250	Post Link Clicks: 1,154

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

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

SamTrans Always On — May 2026 Campaign Summary
Google Search

- 31,005 impressions, 5,221 clicks, 16.84 percent click through rate (CTR)
- Cost per click (CPC) dropped to $0.92 (down from $1.01 in April — 8.8 percent improvement)
- 7,692 total conversions: 4,844 schedule/map views, 1,753 fares page views, 848 effortless page views, 246 rider info views
- Fridays, Saturdays, and Sundays drive the most clicks; 75 percent of clicks from mobile

Facebook (Social)

- 418,526 impressions, 4,863 link clicks, 1.16 percent CTR
- 2,852 total conversions: 1,727 engaged visitors, 802 schedule/map views, 261 fares views, 30 rider info views
- Subscribe campaign: stronger performer — 266,000 impressions, 3,963 link clicks, 1.49 percent CTR, 2,045 conversions

- Post engagement: 637 reactions, 92 shares, 22 comments

Email Campaign — SamTrans 50th Anniversary Music Contest

- Sent to 50,000 people in San Francisco and San Mateo Counties, ages 18–64
- 6,876 people opened it (13.75 percent open rate)
- 1,299 people clicked through to the contest page (2.60 percent click rate)
- 76 percent of clicks came from mobile phones
- All clicks went to samtrans.com/contest
- Sent on May 5 and May 19

Student Youth Pass
Search Snapshot

- The campaign launched in May with modest volume: 180 impressions, 45 clicks, and 24 primary conversions at a cost of $410.98. CTR was strong at 25 percent, and cost per conversion came in at $17.36.
- 34 passes were sold in May

SamTrans' DHQ July Update



July Agenda

Budget Update

Moving Recap

Change Champions

BayPass & Parking Study

Market-ready Office Space Update

Retail Space Update

Next Steps

Budget Update (in $1000s)

Category/Item	Approved	Expended + Committed	Remaining
Tenant Improvements (TI)	48,320	48,320	-
Furniture, Fixtures, & Equipment (FF&E), and Auxiliary Equipment	9,380	7,243	2,137
Information, Communications, & Technology (ICT), Audio Visual, and Security	6,794	5,595	1,199
Parking Garage Fencing, EV Charging, Ticket Booth, and Permitting	1,735	1,506	229
Moving Services, Move Management, Digitization, and Disposal	1,793	736	1,057
Project Management, Construction Management, Change Management, and Legal	3,790	2,976	814
Architectural & Engineering Design	2,625	2,625	-
Total	**74,437**	**69,002**	**5,435**

Moving Recap

- Number of Employees Moved: 468
- Number of Storage Crates Moved: 1,105
- Furniture/Computer Setup/Large Bulky Items: 1,988
- Damaged or Lost Items: 2
- Time to Inventory & Document Items: 2 Weeks
- Time to Move from Central to DHQ: 67 Hours
- Final move in on May 18, 2026

Change Champions – Thank you!



Leslie Fong
Tasha Bartholomew
Lizzie Zuroski
Loana Lumina-Hsu
Paola Ledezma
Deborah Cordova
Chloie Erillo
Wessam Zanaty
Crystal Maramba
Vivianne Verceluz
Enrica "Rica" Balagot

Juliet Nogales-Deguzman
Ron Robertson
Mika Yamawaki
Victoria Moe
Alex Lara
Kelley Shanks
Jason Dayvault
Nazie Hoda
Angelina Tuakalau
Felila Finau
Suha Rabah

BayPass & Parking Study

- DHQ is subject to BART TDM requirements
- Limited on-site parking (about half of typical suburban)
- Access to BART opens up new transit opportunities
- BayPass pilot program - first transit agency employer
- All-inclusive pass for all DHQ employees as of May 18
- Study to evaluate BayPass pilot and parking occupancy scheduled for fall 2026

Market-ready Office Space Update

- 17.5K SF of space mostly built-out with TI allowance
- Staff reached out to potential public agency tenants
- CBRE currently marketing space to private sector
- Seven (7) tours/four (4) LOIs/one (1) Sublease Negotiation
- Six (6) additional inquiries
- Broker: "Office market is recovering and space will be easier to lease now that SamTrans has moved in."

Retail Space Update

- 26k SF of retail/two units leased out: Basecamp & Rocksalt
- Swift currently marketing remaining space
- Staff has engaged retail broker to develop marketing plan
- Working with Ad-hoc Committee regarding daycare center
- SamTrans will need to determine how to fund and build-out warm-ups and tenant improvements quickly

Next Steps

- **Summer: Finalize financing plan**
- **Fall: Ratings presentation and approve of debt issuance**
- **October: First date for District to deliver purchase notice**
- **December: Award building manager contract**
- **End 2026: Close bonds and purchase transaction**
- **Jan 2027: Closing date per purchase agreement***
- **TBD: Improvement and leasing of retail spaces post purchase**

*Dependent on agreement with seller

Questions

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

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

July 8, 2026 – 2:30 pm

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

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

9.a.	Call to Order	
9.b.	Approval of Minutes of the Community Relations Committee Meeting on June 3, 2026	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 - May 2026	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
Community Relations Committee Meeting / Committee of the Whole

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of June 3, 2026

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

Members Absent: None

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

Other Board Members Absent: None

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

8.a. Call to Order
Committee Chair Ratto called the meeting to order at 2:35 pm.

8.b. Approval of Minutes of the Community Relations Committee Meeting of May 6, 2026
Motion/Second: Medina/Chuang
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser, Chuang
Noes: None
Absent: None

8.c. Accessible Services Update
Tina Dubost, Manager, Accessible Transit Services, stated MTC's training session offering for regional Paratransit eligibility staff and upcoming San Mateo County Fair Senior Day outreach to promote services.

8.d. Citizens Advisory Committee Update
Dylan Finch, CAC Chair, stated the CAC welcomed new and returning members, received Brown Act training, and discussed bus stops moved for construction, the Redwood City Transit Center, transit signal priority, and the College of San Mateo (CSM) bus stop.

8.e. Paratransit Advisory Council Update
Ms. Dubost stated the upcoming presentation on the Governor's budget and outreach plan updates.

8.f. Monthly State of Service Report | April 2026

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

- 13 preventable accidents; 65,038 miles between preventable accidents
- Service and bus stop safety campaign
- 41 service call; 20,939 miles between service calls
- 52,883 miles between service calls for diesel buses and 50,455 miles between service calls for zero-emission buses
- 83.3 percent on-time performance
- 3 did not operate (DNO)

8.g. Quarterly State of Service Report - Fiscal Year 2026 Quarter 3

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

- District staffing goal met with 348 full-time operators
- Decreased from 186 DNOs to 21 DNOs with year-over-year District staff service improving by more than 95 percent
- 37.7 percent decreased systemwide preventable accidents; 96,000 miles before preventable accidents districtwide
- 81.8 percent systemwide performance; 87.8 percent for limited and express routes; challenges with owl and school routes
- 30.9 percent service call increased, resulting in 17,637 miles between service calls
- 85 percent battery electric buses year-over-year increased
- 28.4 percent customer service call increased

Public Comment

Remi Tan, Pacifica, commented on paratransit and silver services providers for seniors and persons with disabilities riders.

8.h. Adjourn – The meeting adjourned at 2:47 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 meet monthly (except for August).

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

Budget Impact
There is no impact to the budget.

Background
No additional information.

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

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

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

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

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

1. **Call to Order and Roll Call**
   Ben McMullan called the meeting to order at 1:34 p.m.

   PAC members and guests introduced themselves.

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

3. **Public Comment for Items Not on the Agenda**
   Larisa Vaserman shared a recent experience with a dispatcher after a driver was unable to find her at the pickup spot.

4. **PAC Committee Reports**
   4.a. Policy/Advocacy/Legislative (PAL) Report
   Legislative Issues
   Tina Dubost stated that there will be an update on the Governor's May revision of California's budget for FY 2026-27 at the next PAC meeting in June.

   Sandra Lang noted that receiving budget updates is important.

   Redi-Wheels Policy Issues
   Tina Dubost provided the following updates:
   - The May PAC meeting will be the last meeting in San Carlos. SamTrans is moving to its new headquarters located at 166 North Rollins Rd. in Millbrae.

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

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

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

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

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

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

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

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

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

4.b. Education Committee Report

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

4.c. Executive Committee Report

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

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

5. SamTrans / Redi-Wheels Reports

5.a. Performance Summary

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

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

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

5.b. Comment Statistics Report

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

5.c. Safety Report

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

6. Updates and Items of Interest

6.a. Agencies

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

6.b. County Commissions (CoA and CoD)

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

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

6.c. Center for Independence (CID)

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

6.d. Coastside Transportation Committee (CTC)

No updates.

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

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

6.f. Department of Rehabilitation (DOR)

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

6.g. ADA Policy Refresher

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

Susan Capeloto asked if there were ever trip limitations.

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

7. Other Business

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

8. **Adjournment**

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

San Mateo County Transit District
Staff Report

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

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

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

As more customers transition to Next General Clipper accounts, the gap in ridership data continues to grow. Given that staff believe any decrease shown in ridership would not be accurate, staff will be pausing public ridership reporting until the issue is resolved to limit misinformation. As of this submittal, Cubic had not provided a resolution date.

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

Youth Unlimited Pass: For May 2026, Youth Unlimited Pass usage decreased 9.9 percent compared to May 2025. May 2026 had one fewer weekday than May 2025.

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

- **Preventable Accidents** – There were 14 preventable accidents in May 2026 (eight from District and six from contracted services). The goal is to have more than 100,000 miles between preventable accidents; SamTrans did not meet its goal with 61,825 miles between preventable accidents.

- **Miles Between Service Calls (MBSC) –** There were 39 service calls in May 2026 (22 from District and 17 from contracted services). The goal is to have more than 25,000 miles between service calls. SamTrans did not meet its goal with 22,193 miles between service calls. For the District's service calls, a disproportionate number of calls are attributable to the zero-emission bus fleet. The diesel bus sub-fleet had 34,902 miles between

service calls, while the zero-emission bus sub-fleet had 12,685 miles between service calls.

- **On-Time-Performance (OTP) –** May 2026 systemwide OTP was 81.4 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 May 2026, there were 11 total DNOs. The goal is to miss fewer than 0.1 percent of scheduled trips. SamTrans met this goal with 0.02 percent of trips missed.

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) | Operations Key Performance Indicators			
KPI	**May-24**	**May-25**	**May-26**
On-Time Performance	81.5%	81.8%	81.4%
Preventable Accidents	13	16	14
--- District	*8*	*14*	*8*
--- Contracted Services	*5*	*2*	*6*
Service Calls	32	49	39
--- District	*19*	*18*	*22*
--- Contracted Services	*13*	*31*	*17*
Trips Scheduled	42,014	49,506	49,046
Did Not Operate DNOs	2	7	11

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 61,825 miles between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 22,193 miles between Service Calls this month.

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

SAMTRANS (BUS) | Fleet Key Performance Indicators			
KPI	**May-24**	**May-25**	**May-26**
Revenue Hours (Scheduled)	54,345	61,350	59,363
Revenue Miles (Scheduled)	537,283	598,606	590,399
Total Fleet Miles (Actual)	801,143	855,578	865,545

Scheduled includes in-service and layover.

PARATRANSIT | Operations Key Performance Indicators			
KPI	**May-24**	**May-25**	**May-26**
On-Time Performance (RW)	89.8%	88.8%	85.3%
On-Time Performance (RC)	92.7%	68.5%	94.9%
Preventable Accidents (RW)	3	1	4
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	3
Service Calls (RC)	0	0	1

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT | Fleet Key Performance Indicators			
KPI	**May-24**	**May-25**	**May-26**
Revenue Miles (RW)	167,283	170,146	153,928
Revenue Miles (RC)	22,201	24,725	13,786
Fleet Miles (RW)	186,264	190,154	174,218
Fleet Miles (RC)	28,558	26,874	22,942

CUSTOMER EXPERIENCE

SAMTRANS (BUS) | Customer Experience			
KPI	**May-24**	**May-25**	**May-26**
Complaints	76	102	127
Accessibility	11	10	15
Compliments	14	12	9
Service Requests	54	40	63
Reports Total	**155**	**164**	**214**

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

The total number of reports for SamTrans increased 30.5% from 164 reports in May 2025 to 214 reports in May 2026.

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

Revised July 2, 2026 at 6:00pm – Item 10.d. Agenda Item Materials

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Finance Committee Meeting
Committee of the Whole

July 8, 2026 – 2:45 pm

or immediately following the Community Relations Committee meeting

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

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

10.a.	Call to Order	
10.b.	Approval of Minutes of the Finance Committee Meeting on June 3, 2026	Motion
10.c.	Awarding a Cooperative Purchasing Contract to The Gordian Group, Inc. to Provide Job Order Contracting Program Management and Consulting Services for a Not-To-Exceed Amount of $2.5 Million for a Five-Year Term	Motion

10.d.	Awarding a Cooperative Purchasing Contract to Gillig, LLC, for the Purchase and Delivery of 25 Model Year 2027 40-Foot Gillig Battery Electric Buses, Including Optional Features Required for Compatibility and Integration with the District's Bus System, for a Total Not-To-Exceed Amount of $39,580,500, with an Option to Purchase and Deliver up to 37 Additional New Gillig Buses for an Estimated Not-To-Exceed Amount of $68,336,413, for an Aggregate Not-To-Exceed Amount of $107,916,913, and Authorizing Disposition of up to ~~62~~ 25 Diesel Hybrid and Diesel Buses from Model Year~~s~~ 2013 ~~and 2014~~	Motion
10.e.	Adjourn	

Note:

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

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

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of June 3, 2026

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

Members Absent: None

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

Other Board Members Absent: None

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

9.a. Call to Order
Committee Chair Medina called the meeting to order at 2:47 pm.

9.b. Approval of Minutes of the Finance Committee Meeting of May 6, 2026
Motion/Second: Powell/Ratto
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser, Chuang
Noes: None
Absent: None

9.c. Awarding a Contract to Universal Protection Service, LP, dba Allied Universal Security Services for Security Guard Services for a Total Not-To-Exceed Amount of $18 Million for a Five-Year Term
Scott Kirkpatrick, Deputy Director, Safety and Security, provided the presentation on the District's current usage of Allied Universal Security Services and the high responsiveness of firms responding to the request for proposal (RFP) during the solicitation process from interested security agencies.

Staff provided further clarification in response to the Board comments and questions regarding the incumbent provider, public access, security measures and safety, keycard readers, and wayfinding. Board requests staff to review possible additional building security protocol.

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

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

Kevin Yin, Director, Contracts and Procurement, provided the presentation that included the authority and budget approval to execute contracts under the General Manager/CEO.

Staff provided further clarification in response to the Board comments and questions regarding cybersecurity resource requirements, quarterly reporting, piggyback contracts through cooperative procurement or pure piggyback, and vendor and contract vetting.

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

Items 9.e. and 9.f. were heard together.

9.e. Receive Quarterly Financial Report Fiscal Year 2026 Quarter 3 Results and Financial Outlook

9.f. Accept Quarterly Fuel Hedge Update for Fiscal Year 2026 Quarter 3

Ladi Millard-Olmeda, Interim Chief Financial Officer, provided the presentation, which included the following:

- Favorable surplus, sources, and uses; cost savings to normalize
- Operating costs overtaking revenue growth; cost management and revenue monitoring
- Year-end forecast of $3.9 million favorable in sources, $4.5 million favorable in uses, and $8.5 million projected net position
- Fuel hedge $1 million over budget due to rising fuel prices and continued diesel usage

Staff provided further clarification in response to the Board comments and questions regarding a conservative budget and financial projection approach.

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

Public Comment
Aleta Dupree, Team Folds, commented on fuel pricing impact, and electricity and hydrogen pricing.

Remi Tan, Pacifica, commented on fuel hedge pricing, battery electric buses (BEB) and battery technology, and fossil-fuel free energy.

9.g. Innovative Clean Transit (ICT) Update

David Olmeda, Chief Operating Officer, Bus, provided the presentation that included the ICT rollout procurement schedule, current fleet performance, and the exploration of options for the replacement of 62 buses

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

- Process and history of California Air Resources Board (CARB) granting exemptions
- Reduction in Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) funding
- Procurement under funding shortages; BEB procurement; zero-emission commitments
- Current hydrogen bus operations and limitations caused by the temporary hydrogen refueler's limited capacity to fuel buses
- Alameda-Contra Costa Transit District (AC Transit) partnership opportunities for bulk and consortium purchasing
- Battery replacement, disposal, and warranty
- Unit price lock-in and dispersed purchasing during the procurement schedule; charging station availability and infrastructure investments
- Consortium fuel pricing

Director Speier left the meeting at 4:00pm.

Director Speier rejoined the meeting at 4:10pm.

Public Comment
Remi Tan, Pacifica, spoke in support of Option A and hydrogen fuel availability and infrastructure.

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Aleta Dupree, Team Folds, spoke in support of purchasing BEBs, and commented on electricity, hydrogen availability, and zero-emission buses.

Wendy Chou spoke in support of Option A and commented on hydrogen fuel and climate impacts.

Adrian Brandt spoke in support of Option A and commented on diesel and hydrogen buses and maintenance and clean hydrogen production.

Walter Wells commented on charging infrastructure considerations and revenue opportunities.

9.h. **Adjourn** – The meeting adjourned at 4:22 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Subject: **Awarding a Cooperative Purchasing Contract to The Gordian Group, Inc. to Provide Job Order Contracting Program Management and Consulting Services for a Not-To-Exceed Amount of $2.5 Million for a Five-Year Term**

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 cooperative purchasing contract to The Gordian Group, Inc. of Greenville, South Carolina (Gordian) to provide Job Order Contracting (JOC) Program Management and Consulting Services (Consulting Services) for a not-to-exceed amount of $2.5 million for five-year term.

2. Authorize the General Manager/CEO or designee to execute a contract with Gordian in full conformity with the terms and conditions of Sourcewell cooperative contract number 010626-GGI and negotiated agreement, and in a form approved by legal counsel.

Significance

Pursuant to California Senate Bill 272 (Becker), effective January 1, 2026 and codified as Public Utilities Code Sections 103399.5 through 103399.11, the District is authorized to use JOC on a pilot basis through December 31, 2031. Using JOC is expected to accelerate project delivery and reduce the District's administrative costs.

JOC is a streamlined procurement method utilized by government entities to deliver maintenance-related construction, repair, remodeling, and other repetitive work through competitively bid, indefinite-delivery, indefinite-quantity (IDIQ) contracts utilizing unit price books published as part of a formal, competitive solicitation.

In their responses to the formal solicitation, bidders submit sealed proposals with adjustment factors (also known as coefficients), which are applied to the unit price books.

Staff is proposing this award of a contract for Consulting Services to provide the District with specialized expertise to develop and provide the unit price book, task catalog and implementation procedures that will be used for the District to secure a JOC vendor. The

Consulting Services also would include related staff training, and provision of the software platform needed to successfully implement the JOC program.

Award of the proposed contract would give the District access to an experienced consultant to assist in conducting a competitive sealed solicitation for the one or more contractors to provide IDIQ, unit priced public works projects. Once the JOC contract(s) is/are in place, the District would use a streamlined process to issue work orders based on the unit price book(s), on an expedited basis.

Budget Impact

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

Background

Job Order Contracting

The District has faced a persistent procurement challenge for recurring public works projects such as repairs, rehabilitation, maintenance-related construction, and small facility improvements. Under California public contracting rules, public works projects generally must be separately competed. Without a more flexible project delivery tool, each small or mid-sized project requires its own solicitation, bid cycle, evaluation, award, and contract administration process. While opting into the California Uniform Public Construction Cost Accounting Act (CUPCCAA)[1] has allowed the District to streamline bidding for certain projects, any project with a cost above the applicable force-account/negotiated contract and informal bid thresholds associated with CUPCCAA still require time-intensive procurement and administrative efforts.

Even utilizing CUPCCAA, the District has experienced operational delays and other hurdles in delivering a range of public works and facilities maintenance projects. Procurement lead times often have been out-of-step with field conditions, especially for repair and rehabilitation work that was too large for quick small-purchase treatment but too routine to justify full standalone procurements. More often than desired, the District has had to rely on emergency procurement pathways to keep facilities and infrastructure operational. The underlying problem has not been lack of competition in the marketplace; rather, there was no available procurement vehicle well-suited to recurring, time-sensitive public works.

[1] As of January 1, 2025, CUPCCAA provides for participating agencies (including the District) to use force-account (employee) labor, negotiated contracts, and purchase orders for public projects that do not exceed $75,000; informal procedures for public projects that do not exceed $220,000; and formal bidding procedures for public projects greater than $220,000.

Using the District's new pilot JOC authority is expected to improve procurement performance in several ways:

- Reduce procurement lead time for repetitive public works by eliminating the need for a full standalone bid process for every individual qualifying project.
- Improve operational responsiveness for facilities and infrastructure repairs, rehabilitation, and maintenance-related construction.
- Increase procurement capacity by allowing procurement staff to compete master contracts once and then administer multiple job orders under a controlled framework.
- Reduce administrative burden on procurement, legal, project management, and operations staff.
- Create a proactive alternative to emergency contracting for recurring and urgent work.
- Provide a transparent and auditable procurement process that ensures diversity/inclusion.
- Improve quality of work as JOC contractors are incentivized to perform and produce better work product.

The JOC program will enable the District to deliver a greater number of small- and mid-sized public works projects using existing staffing resources, while maintaining a competitive procurement process, using a Community Workforce Agreement[2], ensuring labor compliance, and being subject to Legislative oversight.

At the end of the District's five-year pilot period, the District's JOC authority will expire absent further action by the state legislature.

Proposed Contract
On November 18, 2025, Sourcewell, a Minnesota government entity that offers cooperative procurement solutions to other government entities, such as the District, issued Request for Proposals (RFP) 010626 for JOC or IDIQ Program Management Consulting Services. Sourcewell received 19 responsive proposals by the due date of January 6, 2026.

[2] On November 5, 2025, pursuant to Board Resolution No. 2025-48, the Board approved a Community Workforce Agreement (CWA) between the District and the San Mateo County Building and Construction Trades Council (Trades Council). The CWA applies to all construction projects valued at over $2 million as well as all construction projects issued under the District's JOC program.

Sourcewell's Selection Committee (Committee) reviewed and scored the proposals in accordance with the following weighted criteria set forth in the RFP:

Evaluation Criteria	**Maximum Points**
Conformance to RFP Requirements	Pass/Fail
Pricing	400
Financial Viability and Marketplace Success	50
Ability to Sell and Deliver Service	150
Marketing Plan	100
Value Added Attributes	100
Depth and Breadth of Offered Solutions	200
Total Points	1,000

After the initial scoring of the proposals, the Committee ranked the proposals and the Sourcewell Board awarded contracts to two firms: Gordian and Public Consulting Group, LLC.

Sourcewell permits eligible federal, state/provincial, and municipal government entities, as well as other public agencies located in the United States and Canada, to participate in its awarded cooperative purchasing agreements. As a registered Sourcewell participating agency, the District is therefore authorized to utilize one or more of these cooperative agreements to procure goods and services under the same competitive terms.

Staff and legal counsel reviewed the Sourcewell RFP and determined that it satisfies the District's competitive procurement requirements.

Staff performed reference checks and negotiated favorable terms and conditions, including rates, with Gordian. Staff then conducted a price analysis and determined Gordian's all-inclusive fee of 4.95 percent to be fair and reasonable when compared to the fees that other transportation agencies and counties in the State of California pay for the Consulting Services.

Gordian has more than 35 years of experience and a strong national track record. Its services are widely used by public agencies across the country, including California State University, San Francisco Public Works, Santa Clara Valley Transportation Authority, County of San Mateo, and County of Sacramento.

Staff will return to the Board at a future date to seek approval for the award of one or more JOC construction contracts, to be procured separately through a competitive bidding process.

Prepared By:	Ehab Azab	Procurement Manager	650-508-7732
	Alice Cho	Procurement Manager	650-508-6442

Resolution No. 2026-

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

*** * ***

Awarding a Cooperative Purchasing Contract to The Gordian Group, Inc. to Provide Job Order Contracting Program Management and Consulting Services for a Not-To-Exceed Amount of $2.5 Million for a Five-Year Term

Whereas, Pursuant to California Senate Bill 272 (Becker), effective January 1, 2026 and codified as Public Utilities Code Sections 103399.5 through 103399.11, the San Mateo County Transit District (District) is authorized to use Job Order Contracting (JOC) on a pilot basis to streamline procurement of maintenance-related construction, repair, remodeling, and other repetitive work; and

Whereas, the JOC program will enable the District (1) engage one or more contractors through a competitively bid, indefinite-delivery, indefinite-quantity (IDIQ) contract for performance of work at unit prices, (2) pay qualified contractors based on one or more adjustment factors (also known as coefficients), which are applied to a pre-established unit price book, and (3) implementation public works and facilities maintenance projects on an expedited basis; and

Whereas, JOC contracting is expected to help the District deliver a greater number of small- and mid-sized public works projects using a competitive procurement process and contracting structure that ensures labor compliance, utilizes a Community Workforce Agreement with the San Mateo County Building & Trades Council, and is subject to legislative oversight; and

Whereas, to successfully implement the JOC program, the District requires specialized consulting services to develop a unit price book, task catalog, implementation procedures, and related staff training, as well as a JOC software platform; and

Whereas, on November 18, 2025, Sourcewell, a Minnesota government entity that offers cooperative procurement solutions to other government entities, such as the District, issued Request for Proposals (RFP) 010626 for JOC or IDIQ Program Management Consulting Services; and

Whereas, in response to the RFP, Sourcewell received 19 proposals by the due date of January 6, 2026; and

Whereas, Sourcewell's selection committee reviewed and ranked the 19 responsive proposals, and Sourcewell awarded contracts to two firms: The Gordian Group, Inc. of Greenville, South Carolina (Gordian) and Public Consulting Group, LLC; and

Whereas, staff and legal counsel reviewed the Sourcewell RFP and determined that it satisfies the District's competitive procurement requirements; and

Whereas, staff conducted a price analysis and determined Gordian's negotiated price to be fair and reasonable in comparison to prices paid by other transportation agencies and counties in the State of California; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Gordian to provide JOC Program Management and Consulting Services for a not-to-exceed amount of $2.5 million for a five-year term.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a cooperative purchasing contract to The Gordian Group, Inc. to provide

Job Order Contracting Program Management and Consulting Services for a not-to exceed amount of $2.5 million for five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with Gordian in full conformity with the terms and conditions of the Sourcewell cooperative contract number 010626-GGI and negotiated agreement, and in a form approved by legal counsel.

Regularly passed and adopted this 8th day of July, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

San Mateo County Transit District
Staff Report

To: Finance Committee

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Cooperative Purchasing Contract to Gillig, LLC, for the Purchase and Delivery of 25 Model Year 2027 40-Foot Gillig Battery Electric Buses, Including Optional Features Required for Compatibility and Integration with the District's Bus System, for a Total Not-To-Exceed Amount of $39,580,500, with an Option to Purchase and Deliver up to 37 Additional New Gillig Buses for an Estimated Not-To-Exceed Amount of $68,336,413, for an Aggregate Not-To-Exceed Amount of $107,916,913, and Authorizing Disposition of up to ~~62~~ 25 Diesel Hybrid and Diesel Buses from Model Year~~s~~ 2013 ~~and 2014~~**

Action

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

1. Award a cooperative purchasing contract to Gillig, LLC, of Livermore, California (Gillig), for the purchase and delivery of 25 model year 2027 40-foot Gillig battery electric buses (BEBs), including optional features required for compatibility and integration with the District's bus system, for a total not-to-exceed amount of $39,580,500, contingent upon completion of a Pre-Award Buy America Audit, and an option to purchase and deliver up to 37 additional new Gillig buses for an estimated amount of $68,336,413 for an aggregate not-to-exceed amount of $107,916,913, including fees, taxes and delivery.

2. Authorize the General Manager/CEO or designee to execute a contract for the BEBs with Gillig in full conformity with the terms and conditions of the California Association for Coordinated Transportation (CALACT)/Morongo Basin Transit Authority (Basin Transit) competitively solicited cooperative purchasing contract No. 23-01 for Heavy Duty Vehicles (CALACT Contract), and in a form approved by legal counsel, contingent upon the completion of a Pre-Award Buy America Audit.

~~3. Authorize the General Manager/CEO or designee to exercise an option for the purchase and delivery of up to 37 additional new Gillig buses with optional features required for compatibility and integration with the District's bus system, if in the best interest of the District.~~

4. Authorize the General Manager/CEO or designee to dispose of up to ~~62 buses, consisting of~~ 25 model year 2013 40-foot Gillig diesel hybrid buses~~, four model year 2013 29-foot Gillig diesel buses, 21 model year 2014 40-foot Gillig diesel buses, and 12 model year 2014 29-foot Gillig diesel buses,~~ in accordance with the District's Procurement Policy, once the new buses are delivered and placed in service.

Significance

Award of this proposed contract will allow the District to replace a subfleet~~s~~ of 25 model year 2013 Gillig diesel hybrid buses ~~and 37 Gillig model years 2013 and 2014 diesel buses, which have reached or exceeded their 12-year useful lives~~. To maintain a state of good repair for the District's rolling stock, these buses must be replaced in accordance with Federal Transit Administration (FTA) and Metropolitan Transportation Commission (MTC) requirements.

Replacing the 25 diesel hybrid buses with 25 model year 2027 Gillig BEBs will support the District's compliance with the California Air Resources Board's Innovative Clean Transit (ICT) regulation. The option to procure 37 additional new buses will provide the District time to complete its fueling and charging infrastructure projects and determine the vehicle technology (battery-powered, hydrogen fuel cell, etc.) that best aligns with future operational needs.

On May 6, 2026, the Board concurred with staff's recommendation to purchase 25 model year 2027 BEBs. The Board also directed staff to structure a bus purchase contract to allow for an option to purchase 37 additional buses once the District completes the infrastructure needed to support those vehicles to secure favorable pricing for the District.

The proposed contract will enable the District to replace a total of 62 diesel hybrid and diesel buses with 25 Gillig BEBs and up to 37 Gillig buses with technology types yet to be determined. The initial ~~currently 62~~ 25-bus subfleet being replaced will be declared surplus and evaluated for the appropriate disposition method in compliance with the District's Procurement Policy and any applicable remaining grant conditions.

Budget Impact

In Fiscal Year 2025, the Board approved the project to replace 25 model year 2013 Gillig diesel hybrid 40' and four model year 2013 Gillig diesel 29' buses that have reached the end of their useful lives with 29 Hydrogen Fuel Cell Electric Buses (FCEBs) (Project). The Board approved a total Project budget of $62,190,281.

Following the Board's May 6, 2026, concurrence with a revised fleet replacement strategy, including transitioning from a planned purchase of FCEBs to increasing use of BEB technology, staff are proceeding with the Project using BEB replacements for the 25 diesel hybrid buses.

The proposed contract award for the initial purchase of 25 model year 2027 BEBs in the amount of $39,580,500 is within the Project's approved budget authority. Current funding sources include FTA formula funds, Volkswagen Mitigation Trust Funds, Assembly Bill 664 (AB 664) Bridge Toll funds, potential Transit and Intercity Rail Capital Program Funds (TIRCP), and

Measure W Sales Tax. Staff will pursue additional external funding opportunities, including Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) incentives, which if awarded, would reduce the net cost of the vehicle purchase by up to $3,900,000 and reduce the amount of internal and/or grant funding required.

The proposed contract also includes the option to purchase up to 37 additional new buses. Staff will return to the Board for future budget authority and funding approval, if needed, prior to exercising the contract option.

Background

The District routinely disposes of rolling stock (e.g., minivans, cutaways, heavy-duty buses) that have reached the end of their useful lives. The District follows FTA and MTC rolling stock replacement guidelines to maintain a state of good repair and to document compliance with eligibility requirements tied to federal and regional funding. Disposition of the ~~62~~ 25 diesel hybrid ~~and diesel~~ buses from model year~~s~~ 2013 ~~and 2014~~ will be carried out in full compliance with the District's Procurement Policy and applicable FTA regulations. The District's Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or discarding as scrap.

ICT Regulation and District ICT Plan

In December 2018, the California Air Resources Board (CARB) adopted the ICT Regulation that requires all public transit agencies in California to gradually transition all fleet vehicles to 100 percent zero-emission vehicles by 2040.

In December 2020, the Board approved the District ICT Plan to comply with CARB's mandate. The ICT Plan provided a road map for the District to complete its transition to a 100 percent zero-emission fleet without early retirement of its vehicles. Under the 2020 Plan, the District was scheduled to complete its transition to a 100 percent zero-emission fleet by 2038, through one final diesel bus purchase followed by replacement with BEBs.

In December 2023, the Board approved a revised ICT Plan accelerating the District's zero-emission procurement schedule and setting a 2034 target for a fully zero-emission fleet. The revised plan ended further diesel bus purchases and established a transition to a mixed battery-electric and hydrogen fuel cell electric fleet.

District's Battery Electric Bus Performance

The District currently operates 37 40-foot BEBs: 17 New Flyer BEBs, which entered service at the end of 2023, and 20 Gillig BEBs, which entered service in mid-2025. The Gillig BEBs have demonstrated stronger reliability and availability, with approximately 90 percent fleet availability for daily pullout, compared with approximately 50 percent availability for the New Flyer fleet. Based on this performance, staff recommends the purchase of Gillig BEBs to expand the District's BEB fleet.

Recommendation to Award a Contract to Gillig through CALACT/Basin Transit Contract No. 23-01

CALACT provides transit agencies, such as the District, with competitively procured cooperative purchasing agreements that offer efficient and compliant heavy-duty bus procurement options. The CALACT Contract was bid under full and open competition and in accordance with applicable federal and District requirements. Staff verified the appropriate solicitation procedures were conducted, which included evaluating proposals, determining proposer responsiveness and responsibility, and awarding contracts according to the specifications and requirements. The CALACT Contract also provides transparent pricing for purchasing agencies, allowing the District to verify pricing and make a cost-effective procurement decision.

In addition to the competitive bidding process of the CALACT Contract, staff conducted market research to identify the most competitive offering to establish a contract for 25 BEBs (with the option to purchase 37 additional new buses) that include additional optional features required for compatibility and integration with the District's bus system. Based on this market research, staff concluded that the CALACT Contract Basin Transit offers the best overall price for the BEB base model and includes all the additional optional features required by the District's bus system.

Staff reviewed several cooperative purchasing organizations for comparable contracts, including: Washington State Department of Enterprise Services (Washington DES), California Department of General Services (DGS), Sourcewell, and Omnia Partners. Among the cooperative contracts researched, Washington DES was the only other cooperative purchasing organization that offered BEBs; however, at a greater cost than Basin Transit CALACT Contract. Below is a price comparison table:

Organization	Supplier	Contract Number	Base Vehicle Type	Price
CALACT/Basin Transit	Gillig, LLC	#23-01 GILLIG	40' Battery Electric Bus	$1,023,535
CALACT/Basin Transit	New Flyer	#23-01 NEW FLYER	40' Battery Electric Bus	$1,108,900
Washington DES	Gillig, LLC	#04824-01	40' Battery Electric Bus	$1,175,395

Staff conducted a price analysis and determined that Gillig's prices under the CALACT Contract Basin Transit are fair and reasonable in comparison to prices offered through other cooperative purchasing contracts.

Prepared By:	Juan-Carlos Aguila	Procurement Administrator III	650-730-4310
	Natalie Chi Rasmussen	Project Manager, Bus Maintenance	650-508-6418

Resolution No. 2026-

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

*** * ***

Awarding a Cooperative Purchasing Contract to Gillig, LLC, for the Purchase and Delivery of 25 Model Year 2027 40-Foot Gillig Battery Electric Buses, Including Optional Features Required for Compatibility and Integration with the District's Bus System, for a Total Not-To-Exceed Amount of $39,580,500, with an Option to Purchase and Deliver up to 37 Additional New Gillig Buses for an Estimated Not-To-Exceed Amount of $68,336,413, for an Aggregate Not-To-Exceed Amount of $107,916,913, and Authorizing Disposition of up to ~~62~~ 25 Diesel Hybrid and Diesel Buses from Model Year~~s~~ 2013 ~~and 2014~~

Whereas, the San Mateo County Transit District (District) provides public transportation services to San Mateo County residents; and

Whereas, the District has 62 diesel hybrid and diesel buses from model years 2013 and 2014 that have reached the end of their useful lives and are due for replacement in accordance with Federal Transit Administration and Metropolitan Transportation Commission replacement schedules; and

Whereas, the District desires to maintain a reliable bus fleet, in a state of good repair, through the replacement of those buses; and

Whereas, the California Air Resources Board's Innovative Clean Transit rule requires transit agencies to have 100 percent zero-emission fleets by 2040; and

Whereas, pursuant to California Public Contract Code Section 10298, the District may procure items through the cooperative purchasing contract offered by the California Association for Coordinated Transportation (CALACT), which makes available to public agencies numerous vehicles from approved vendors that have been selected through a competitive bidding process; and

Whereas, CALACT/Morongo Basin Transit Authority (Basin Transit) cooperative purchasing contract No. 23-01 for Heavy Duty Vehicles (CALACT Contract) was bid under full and open competition and meets the District's competitive bidding requirements; and

Whereas, staff conducted a price analysis and determined the prices to be fair and reasonable; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Gillig, LLC, of Livermore, California, (Gillig) for the purchase and delivery of 25 model year 2027 40-foot Gillig battery electric buses (BEBs), including optional features required for compatibility and integration with the District's Bus System, for a total not-to-exceed amount of $39,580,500, contingent upon completion of a Pre-Award Buy America Audit, and an option to purchase and deliver up to 37 additional new Gillig buses for an estimated amount of $68,336,413, for an aggregate not-to-exceed amount of $107,916,913, including fees, taxes and delivery.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District awards a cooperative purchasing contract to Gillig, LLC, of Livermore, California, for the purchase and delivery of 25 model year 2027 40-foot Gillig battery electric buses, including optional features required for compatibility and integration with the District's bus system, for a total not-to-exceed amount of $39,580,500, contingent upon completion of a Pre-Award Buy America Audit, and an option to purchase and deliver up to 37 additional new Gillig buses for an estimated amount of $68,336,413, for an aggregate not-to-exceed amount of $107,916,913, including fees, taxes and delivery; 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 Gillig in full conformity with the terms and conditions of the California Association for Coordinated Transportation/Morongo Basin Transit Authority competitively solicited cooperative purchasing contract No. 23-01 for Heavy Duty Vehicles, and in a form approved by legal counsel, contingent upon the completion of a Pre-Award Buy America Audit; and

~~**Be It Further Resolved** that the Board authorizes the General Manager/CEO or designee to exercise an option for the purchase and delivery of up to 37 additional new Gillig buses with optional features required for compatibility and integration with the District's bus system, if in the best interest of the District; and~~

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to dispose of up to ~~62 buses, consisting of~~ 25 model year 2013 40-foot Gillig diesel hybrid buses~~, four model year 2013 29-foot Gillig diesel buses, 21 model year 2014 40-foot Gillig diesel buses, and 12 model year 2014 29-foot Gillig diesel buses,~~ in accordance with the District's Procurement Policy, once the new buses are delivered and placed in service.

Regularly passed and adopted this 8th day of July, 2026, by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

BOARD OF DIRECTORS 2026

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

APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

Legislative Committee Meeting
Committee of the Whole

July 8, 2026 – 3:00 pm

or immediately following the Finance Committee meeting

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

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

11.a.	Call to Order	
11.b.	Approval of Minutes of the Legislative Committee Meeting on June 3, 2026	Motion
11.c.	Receive Legislative Update and Recommend Support of Legislative Proposal: Senate Bill 741 (Blakespear)	Motion
11.d.	Adjourn	

Note:

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

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

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of June 3, 2026

Members Present (In Person): David J. Canepa, Peter Ratto, Marina Fraser (Chair)

Members Absent: None

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

Other Board Members Absent: None

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

10.a. Call to Order
Committee Chair Fraser called the meeting to order at 4:22 pm.

10.b. Approval of Minutes of the Legislative Committee Meeting of May 6, 2026
Motion/Second: Ratto/Powell
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser, Chuang
Noes: None
Absent: None

10.c. Receive Legislative Update and Approval of Legislative Proposal: Assembly Bill 1941 (Mark González)
Jessica Epstein, Director, Government and Community Affairs, provided the presentation, which included the following:
Federal

- House Appropriations Committee; Transportation Housing and Urban Development (THUD) funding bill release and cuts
- Earmark request reduced but includes $800,000 requested by Congressman Kevin Mullin for flooding protection for North Base causeway
- Surface transportation reauthorization (every five years): $580 billion for Fiscal Year (FY) 2027-2031 for highway and infrastructure funding. Congress may go past September 30 deadline. If reauthorization passes, Colma Park and Ride in Daly City would be able to be developed due to Congressman Mullin's efforts to remove Federal interest and restrictions

State
- Sonoma-Marin Area Rail Transit funding extension
- Governor's May 2026-2027 budget proposal revision
- CARB amendments to Cap-and-Invest funding
- Assembly Bill (AB) 1941 to result in metal theft as a crime

Staff provided further clarification in response to the Board comments and questions regarding the Local Taxpayer Protection Act, which would not affect Connect Bay Area regional measure.

Public Comment
Adina Levin, Seamless Bay Area, commented on CARB decision and public transportation funding.

Remi Tan, Pacifica, commented on CARB decision.

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

10.d. Adopting a Local Investment Plan for Potential "Return-to-Source" Revenues from Connect Bay Area Sales Tax Measure Authorized by Senate Bill 63
Ms. Epstein provided the presentation that included the service protection during investment prioritization and pilot evaluation, fiscal responsibility and accountability, funding framework, and measure timeline.

Staff provided further clarification in response to the Board comments and questions regarding the allocations of Connect Bay Area Measure, capital and operating costs, reduced fare opportunities, project prioritization, ridership sustainability, and microtransit reliability.

Public Comment
David Rabinovich spoke in support of Connect Bay Area measure and commented on service expansion on coastside and bridges, and expand service hours for regular routes.

Dylan Finch spoke in support of El Camino Real service and commented on dedicated transit lanes, San Mateo bridge service, expand Dumbarton bridge service, and weekend service.

Adina Levin, Seamless Bay Area, commented on funding allocations, service connections, transit speed and reliability, and improve rider experience.

DRAFT

Sebastian Petty, San Francisco Bay Area Planning and Urban Research Association (SPUR), commented on funding allocations, financial stewardship and efficiency, and transit efficiency.

Walker Wells commented on public transit costs and values.

Gina Papan commented on fiscal accountability and efficiency and public trust..

Remi Tan, Pacifica, commented on coastside, modern technology of autonomous vehicles, sustainability of public transit, and service frequency.

Ben Mangiafico commented on youth riders, school routes schedule, and increase service for youth riders with after school extracurriculars.

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

10.e. Adjourn – The meeting adjourned at 5:20 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 and Recommend Support of Legislative Proposal: Senate Bill 741 (Blakespear)**

Action
Staff proposes the Committee:

1. Receive the attached federal, state, and regional legislative updates.
2. Approve the recommended San Mateo County Transit District (District) position on the piece of legislation designated for action on the attached State Legislative Matrix.

Significance
The 2026 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our federal and state advocates on a wide variety of issues that are considered in Congress and the state legislature. The attached reports highlight the recent issues and actions that are relevant to the Board of Directors and specify, at the appropriate time, 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

manatt

SamTrans
Federal Report
June 2026

Congressional Update

House Advances FY27 THUD Funding Bill

- On June 3, the House Appropriations Committee advanced its FY27 Transportation-Housing and Urban Development funding bill. House appropriators reiterated many of the cuts they called for in the FY26 bills, where they targeted housing, transit, and community development programs with steep cuts.

- The Department of Transportation (DOT) would receive a $4.7 billion cut (4%) in total budgetary resources. This overall amount would decrease from $108.4 billion in FY26 to $103.7 billion in FY27. With advanced funding from the Bipartisan Infrastructure Law (BIL) expiring, Republican appropriators did not seek to match the historic funding levels many transit, highway, rail, and multimodal programs received under the law. Programs that received hundreds of millions under BIL, such as the Safe Streets and Roads for All and the SMART Grant Program, would not receive any funding under the proposed funding bill.

- Included in the bill is an $850,000 community project funding request for SamTrans' North Base Bus Causeway Mitigation Project sponsored by Rep. Kevin Mullin (D-CA).

- Republican appropriators adopted an amendment during the full-committee markup to prevent the bill's funds from flowing to sanctuary jurisdictions. The language, which seeks to crack down on sanctuary policies, was opposed by all Democrats. However, it is likely that this language and similar proposals will not be included by the Senate due to the 60-vote threshold required for passage.

- Below are funding highlights from the House's FY27 Transportation-HUD funding bill.

DOT Program	FY26 Enacted	FY27 House	FY27 Senate	FY27 Final
BUILD *(previously known as RAISE)*	**$145 million**	**$550 million**		
Federal Transit Administration (FTA)	**$16.5 B**	**$16.509 B**		
FTA Transit Infrastructure Grants	$211.4 M	$973.177 M		
FTA Capital Investment Grants Program	$1.7 B	$0 IIJA - $737.193 M		

manatt

FTA Transit Infrastructure Formula Funding	$14.642 B	$14.642 B		
Olympic and Paralympic Transit Assistance	$0	$875 M		

House Transportation & Infrastructure Committee Releases BUILD America 250 Act

- On May 17, the House T&I Committee introduced the bipartisan Building Unrivaled Infrastructure and Long-term Development (BUILD) for America's 250th Act (BUILD America 250 Act), a legislative package to reauthorize and reform federal surface transportation programs and laws. The legislation authorizes nearly $580 billion in total spending from FY 2027 – FY 2031. Local governments are estimated to have access to nearly 22 percent of funding included within the bill.

- Surface transportation reauthorization sets the funding levels, policy directives, and programmatic requirements for the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), the National Highway Traffic Safety Administration (NHTSA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA). Typically passed every five to six years, the most recent surface transportation reauthorization was enacted as part of the Infrastructure Investment and Jobs Act (IIJA) in 2021. IIJA provided $1.2 trillion in advanced appropriations for transportation and infrastructure programs and is set to expire on September 30, 2026.

- The programs created and reauthorized by the surface transportation reauthorization bill are critical to local government funding streams. Under the IIJA, local governments competed for billions in competitive funding for transit, highway, port, airport, and bridge projects. New programs and increased funding levels allowed local governments across the United States to address critical infrastructure needs and modernize their transportation systems. The BUILD America 250 Act reauthorizes many of the programs local governments utilize and would update some federal surface transportation laws.

- On May 22, the House T&I Committee advanced the BUILD America 250 Act 62-2 after a marathon markup process where the committee accepted and rejected amendments to the legislation. Also included was a manager's amendment package, which made several technical changes to the bill and incorporated amendments originally filed by committee members.

- Included in the manager's amendment is language (H.R. 7440) that would remove all federal interests and restrictions in the Colma Park-and-Ride Lot in Daly City and transfer the property to SamTrans. Reps. Kevin Mullin (D-CA) and

John Garamendi (D-CA) championed the language's eventual addition in the manager's amendment.

- During the markup, Rep. Troy Nehls (R-TX) successfully included rail safety legislation into the authorization, despite Committee Chair Sam Graves (R-MO) voting against its addition. The legislation:
  - Mandates two crew members in the cab of a freight train.
  - Creates requirements for trains carrying particular hazardous materials and adds new inspection standards.
  - Requires railroads to properly operate and maintain trackside sensors that identify wheel bearing and equipment failures

Administration Update

OMB Releases Proposed Rule on Federal Grant Control

- The Office of Management and Budget (OMB) has proposed a wide-ranging rule aimed at reworking the federal grant award process for local governments, organizations, and institutions. The proposal would give agencies broad authority to halt awards if they determine a grant no longer serves program goals, agency priorities or the national interest.

- Recipients would also be barred from instituting diversity, equity, and inclusion policies, gender transition services or voter-registration drives. The administration alleges that under prior administrations "federal grants funded unlawful DEI practices, [and] various anti-American ideologies in American education." The rule would also require recipients to pass E-Verify screening related to immigration status.

- The administration is providing a 45-day comment period that closes July 13 and is aiming to issue a final rule by October 1.

Shaw Yoder Antwih Schmelzer & Lange

June 26, 2026

TO: Board of Directors
San Mateo County Transit District

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

RE: STATE LEGISLATIVE UPDATE – July 2026

General Update

In late June, the Legislature will wrap up most of the policy committee hearings for the second year of the 2025-26 Legislative Session. On July 2, Legislators will head home for the month-long Summer Recess. They will reconvene on August 3 and will hear bills in fiscal committees in early August and will spend the final two weeks of August in floor session before adjourning the session on August 31.

Legislative leaders and the Governor continue their efforts to finalize the Fiscal Year 2026-27 budget before the start of new fiscal year on July 1. While we expect most of the budget to be agreed upon by then, we do expect some items to come together over the Summer Recess. We provide a more detailed budget update below.

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

Primary Election Takeaways

On June 2, California held its statewide primary election, with the biggest race being the Governor's contest to replace term-limited Gavin Newsom. Democrat Xavier Beccera and Republican Steve Hilton finished first and second, respectively, and will advance to the November General Election. Following the results, the other leading Democratic candidates have lined up to endorse Mr. Beccera, who will be a heavy favorite in November.

Also of note, State Senator Scott Wiener (D-San Francisco) advanced in his race for the United States House of Representatives. Should he win in November, his seat in the State Senate will be filled via a special election.

Lastly, and of potential relevance to SamTrans and the Connect Bay Area Regional Measure, Measure B, the Sonoma-Marin Area Rail transit (SMART) Sales Tax Extension, successfully passed with more than 70% of the vote. Measure B extends SMART's existing quarter-cent sales tax for an additional 30 years.

Local Taxpayer Protection Act Update

Last month, we reported that the "Local Taxpayer Protection Act" had qualified for the November ballot. As a reminder, the measure would raise the voter threshold for local special taxes from a simple majority to two-thirds and restrict charter cities' ability to impose real estate transfer taxes beyond the existing statutory documentary transfer tax rate (0.11%). Notably, the measure would invalidate existing

voter-approved taxes that do not meet these requirements. The measure is sponsored by taxpayer advocacy and real estate groups, including the California Business Roundtable, Howard Jarvis Taxpayers Association, and Kilroy Realty.

Following the measure's qualification, Governor Newsom and legislative leaders engaged the sponsors of the Local Taxpayer Protection Act, with the goal of reaching an agreement to pull the measure from the November ballot.

On June 25, a deal was reached: in exchange for the sponsors removing their measure from the ballot, the Legislature introduced and passed Assembly Constitutional Amendment 22 (Wicks). ACA 22 will now be presented to California voters on the November 2026 ballot. This measure would prohibit a local government from imposing, extending, or increasing any special tax, unless and until that tax is submitted to the voters and approved by a 2/3 vote. The measure would also apply the 2/3 vote requirement to qualified citizens' initiatives, effectively closing the so-called "Upland Loophole," which has allowed qualified voter initiatives to impose special taxes with a simple majority vote.

If passed by the voters, ACA 22 would take effect on January 1, 2027. The measure is prospective, meaning it would *not* affect taxes already in place. Stated explicitly, this measure would preclude citizen's initiatives benefitting transit agencies from going into effect unless approved by a 2/3 vote.

Legislature Passes Budget

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

The Governor's May Revise upgraded the state's fiscal outlook relative to the initial January budget, with projections of $16 billion in more-than-expected revenue. However, the Governor proposed to use this revenue increase to help address the outyear budget deficits and, as such, did not propose any new ongoing spending relative to January's budget proposal. The May Revise was also largely silent on public transportation. It continued to exclude the scheduled SB 125 appropriation. And, significantly, it provided no update to Greenhouse Gas Reduction Fund (GGRF) revenues and did not mention the California Air Resources Board recently adopted amendments to the Cap-and-Invest program, detailed further below.

On June 11, Legislative leaders in both houses announced they had reached a "two-party" deal to pass a budget by the June 15 constitutional deadline. This is reflected in AB 109, and includes placeholder language relating to the GGRF. As noted below, we are likely to see delayed action on GGRF expenditures.

CARB Adopts Amendments to Cap-and-Invest Program

On May 29, the California Air Resources Board voted 10-3 to adopt the Proposed Amendments to the Regulation for the California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms, which largely focus on addressing concerns that regulated industries are leaving California and the program's cost impacts to Californians. Specifically, the amendments significantly expand

the number of *free* Cap-and-Invest allowances provided to regulated entities, including refineries and utility companies. The amendments also establish a new allowance bank, known as the manufacturing decarbonization incentive (MDI), which regulated entities can access to help fund decarbonization technologies. By lowering the number of *paid* allowances on the Cap-and-Invest market, the proposal **will reduce Greenhouse Gas Reduction Fund (GGRF) revenues by approximately $2 billion annually.**

This means that the state will not have sufficient GGRF revenue to fund its "Tier 3" programs (i.e. Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, Low Carbon Transit Operations Program, etc.).

As we reported previously, the California Transit Association (the trade organization to which SamTrans belongs) established, mobilized, and led a coalition of over 120 statewide and regional stakeholder organizations, including transit agencies, metropolitan planning organizations, regional transportation planning agencies, other transportation stakeholders, affordable housing advocates, and more, to oppose the amendments. The coalition included participation by SamTrans. This included broader and more significant legislative engagement and advocacy over the past month, leading up to the CARB meeting.

Directly following CARB's adoption of their Cap-and-Invest proposal, transit champions in the Senate and Assembly submitted a letter to Governor Newsom, Senate President pro Tempore Limon, and Assembly Speaker Rivas calling for the appropriation of critical transit funding during GGRF expenditure budget negotiations.

Led by Senators Scott Wiener and Jesse Arreguín, and Assembly Member Mark Gonzalez, the letter is signed by 29 legislators and specifically calls on the final budget agreement to:

- Preserve the $400 million in annual TIRCP and $200 million in annual LCTOP funding included in SB 840;
- Appropriate the $230 million in committed Zero-Emission Transit Capital Program funds and recommit to appropriate the remaining $460 million in ZETCP funding in FY 2027-28.

It is likely that decisions over the remaining GGRF will remain unsettled in June. We expect further discussions and advocacy to continue through the summer.

Bills with Recommended Position

SB 741 (Blakespear) LCTOP Reform – RECOMMEND SUPPORT

This bill would update and streamline the Low Carbon Transit Operations Program (LCTOP). The LCTOP receives funding through the GGRF and directs millions of dollars annually to transit agencies around the state on a formula basis. Unfortunately, since its inception a decade ago, LCTOP's requirements have proven to be in some cases duplicative and overly burdensome. SB 741 would simplify Caltrans' administrative role, expand eligible uses of program funds to include transit maintenance, and eliminate redundant GHG demonstration requirements for continuing projects. ***In the Assembly Transportation Committee.***

Bills of Interest

SB 667 (Archuleta) Railroad Wayside Detectors – WATCH

This bill would have required a railroad, including passenger and commuter rail agencies, to install and operate a network of wayside detector systems on or adjacent to its tracks, and would have prohibited freight trains from traveling faster than 10 miles per hour in areas without wayside detectors. As this would have significantly impacted Caltrain (and other rail agencies) scheduling and reliability, Caltrain

and the California Transit Association had adopted an Oppose position on the bill. However, on June 3, the Author removed the bill's controversial provisions. Subsequently, Caltrain and the Transit Association officially removed their opposition. ***In the Assembly Appropriations Committee.***

SB 830 (Arreguín) Connect Bay Area Regional Ballot Measure Follow Up – WATCH
Related to the Connect Bay Area Regional Measure, this bill would create a ballot designation that must appear in all 5 counties: Regional Transit Measure. The bill would also allow "bona fide" proponents or opponents of the measure to submit ballot arguments to county elections officials, who are then responsible for selecting which argument to print in their respective county voter information guide.. It also directs the measure to be placed immediately after statewide ballot measures and before local measures. ***On the Assembly Floor.***

AB 1883 (Bryan) Limiting Workplace Surveillance Tools – WATCH
This bill would prohibit employers from using workplace surveillance tools that incorporate facial, gait, or emotion recognition AI technology. The bill is sponsored by the California Labor Federation and supported by many labor groups. It is opposed by business groups and public agency trade groups, including the League of California Cities, California State Association of Counties, and California Special Districts Association. In addition, the California Transit Association has just adopted an Oppose position. This bill will likely impact existing and emerging safety tools, including driver-facing cameras, fatigue-detection systems, and more, should it move forward. ***In the Senate Rules Committee, pending referral to policy committee.***

AB 2656 (Petrie-Norris) Notice to Public Employees – WATCH
This bill would require public employers to provide 45 days' notice to their local labor organization before taking action to implement or utilize any generative artificial intelligence tools to perform any work that is within the scope of work of any of their employees. The bill is opposed by public agency and local government groups, including the California Transit Association, the League of California Cities, California State Association of Counties, and California Special Districts Association, who assert that the bill will capture routine and benign AI tools and add additional burdens to local agencies. ***In the Senate Privacy, Digital Technologies, and Consumer Protection Committee.***

SamTrans Bill Matrix as of 6/18/2026

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 109 Gabriel D Budget Act of 2026.	This bill is on the Governor's Desk.	This bill would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

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

Bill ID/Topic	Location	Summary	Position
AB 122 Committee on Budget Taxation.	This bill is on the Senate Floor.	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 of, 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 (SUT) defines "tangible personal property" to mean personal property that may be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses. Existing law punishes various violations of the SUT as crimes. The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the SUT, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the SUT. Amendments to the SUT are automatically incorporated into the local tax laws. This bill would define "tangible personal property" to additionally mean a digital product and any copyright or patent interests associated therewith for the purposes of the application of the SUT, as prescribed. The bill would define "digital product" to mean, except as provided, prewritten computer software transferred on tangible storage media, transferred electronically, or accessed remotely. The bill would also make various conforming changes. By expanding the scope of violating the SUT, this bill would impose a state-mandated local program. This bill would prohibit a purchaser or retailer of a digital product that is transferred electronically or accessed remotely from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under Bradley-Burns imposed on the sale or purchase of a digital product that is transferred electronically or accessed remotely. This bill would make an appropriation of $750,000 from the General Fund to the California Department of Tax and Fee Administration for the purpose of administering these sales and use tax provisions.	Watch

Bill ID/Topic	Location	Summary	Position
AB 176 Committee on Budget Taxation.	This bill is in the Senate Budget & Fiscal Review Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, 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 (SUT) defines "tangible personal property" to mean personal property that may be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses. Existing law punishes various violations of the SUT as crimes. The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the SUT, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the SUT. Amendments to the SUT are automatically incorporated into the local tax laws. This bill would define "tangible personal property" to additionally mean a digital product and any copyright or patent interests associated therewith for the purposes of the application of the SUT, as prescribed. The bill would define "digital product" to mean, except as provided, prewritten computer software transferred on tangible storage media, transferred electronically, or accessed remotely. The bill would also make various conforming changes. By expanding the scope of violating the SUT, this bill would impose a state-mandated local program. This bill would prohibit a purchaser or retailer of a digital product that is transferred electronically or accessed remotely from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under Bradley-Burns imposed on the sale or purchase of a digital product that is transferred electronically or accessed remotely. This bill would make an appropriation of $750,000 from the General Fund to the California Department of Tax and Fee Administration for the purpose of administering these sales and use tax provisions.	Watch

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
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

Bill ID/Topic	Location	Summary	Position
AB 467 Fong D Los Angeles Community College District: California Center for Climate Change Education.	This bill is in the Senate Education Committee.	Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the 3 segments of public postsecondary education in this state. Existing law establishes community college districts throughout the state, and authorizes them to provide instruction to students at community college campuses. One of these districts is the Los Angeles Community College District. Existing law appropriates $5,000,000 to the Los Angeles Community College District for the development and initial operations of the California Center for Climate Change Education at the West Los Angeles College with the mission to promote climate change education at the California Community Colleges and establish opportunities for students to engage in hands-on internships and other learning opportunities. This bill would codify the establishment of the center. This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles Community College District.	Watch
AB 1198 Haney D Public works: prevailing wages.	This bill is in the Senate Appropriations Committee.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under existing law, if the director determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under existing law, that determination does not apply to public works contracts for which the notice to bidders has been published. This bill would instead state, commencing July 1, 2027, that if the director determines, within a semiannual period, that there is a change in any prevailing rate of per diem wages in a locality, that determination applies to any public works contract that is awarded or for which notice to bidders is published after July 1, 2027. The bill would authorize any contractor, awarding body, or specified representative affected by a change in rates on a particular contract to, within 20 days, file with the director a verified petition to review the determination of that rate, as specified. The bill would require the director to, upon notice to the interested parties, initiate an investigation or hold a hearing, and, within 20 days after the filing of that petition, except as specified, make a final determination and transmit the determination in writing to the awarding body and to the interested parties. The bill would make that determination issued by the director effective 10 days after its issuance, and until it is modified, rescinded, or superseded by the director. The bill would exempt certain housing projects from these provisions, including, among others, projects that are restricted by deed or subject to regulatory restrictions contained in an agreement with a governmental agency or other recorded document, as specified.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1337 Ward D Information Practices Act of 1977.	This bill is in the Senate Privacy, Digital Technologies, and Consumer Protection.	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, beginning January 1, 2028, recast those provisions to, among other things, remove that exemption for local agencies, and would revise and expand the definition of "personal information." The bill would make other technical, nonsubstantive, and conforming changes. Because the bill would expand the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
AB 1383 McKinnor D Public employees' retirement benefits.	This bill is in the Senate Labor, Public Employment, and Retirement Committee.	The Public Employees' Retirement Law (PERL) establishes the Public Employees' Retirement System (PERS) to provide a defined benefit to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. Existing law creates the Public Employees' Retirement Fund, which is continuously appropriated for purposes of PERS, including depositing employer and employee contributions. Under the California Constitution, assets of a public pension or retirement system are trust funds. The California Public Employees' Pension Reform Act of 2013 (PEPRA) establishes a variety of requirements and restrictions on public employers offering defined benefit pension plans. In this regard, PEPRA restricts the amount of compensation that may be applied for purposes of calculating a defined pension benefit for a new member, as defined, by restricting it to specified percentages of the contribution and benefit base under a specified federal law with respect to old age, survivors, and disability insurance benefits. Existing law, the Teachers' Retirement Law, establishes the State Teachers' Retirement System (STRS) and creates the Defined Benefit Program of the State Teachers' Retirement Plan, which provides a defined benefit to members of the program, based on final compensation, creditable service, and age at retirement, subject to certain variations. This bill, for service performed on and after January 1, 2027, would prohibit the pensionable compensation for calendar year 2027 used to calculate the defined benefit paid to a new member of a retirement system subject to PEPRA who retires from the system from exceeding specified percentages of the contribution and benefit base under the specified federal law with respect to old age, survivors, and disability insurance benefits. The bill would make related, conforming changes to these provisions on pensionable compensation. The bill also would require a new member of STRS to be subject to specified limits of the Teachers' Retirement Law. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This bill is in the Senate Rules Committee, pending referral to policy committee.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Existing law repeals these provisions on January 1, 2027. This bill would require the commission, in consultation with the Transportation Agency, to consolidate and prepare research and recommendations related to a road user charge or a mileage-based fee system. The bill would require the commission to submit a report, as specified, on the research and recommendations described above to the appropriate policy and fiscal committees of the Legislature by no later than January 1, 2027. The bill would require the commission to consult with appropriate state agencies and other stakeholders, as specified, in preparing the research and recommendations and report described above.	Watch
AB 1564 Ahrens D Employer-employee relations: confidential communications.	This bill is in the Senate Rules Committee, pending referral to policy committee.	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 1578 Jackson D State and local officials: sexual harassment training and education: anti-hate speech training.	This bill is in the Senate Governmental Organization Committee.	The California Fair Employment and Housing Act makes specified employment practices unlawful, including the harassment of an employee directly by the employer or indirectly by agents of the employer with the employer's knowledge. Under existing law, the Civil Rights Department administers these provisions. Existing law requires a specified employer with 5 or more employees to, by January 1, 2021, provide at least 2 hours of classroom or other effective interactive training and education regarding sexual harassment to all supervisory employees and at least one hour of classroom or other effective interactive training and education regarding sexual harassment to all nonsupervisory employees in California and, after that date, once every 2 years. Existing law requires an employer to include prevention of abusive conduct as a component of that training and education. This bill would additionally require, beginning on January 1, 2028, for an employer that is a state agency or local agency that the above-described training and education include, as a component of the training and education for elected officials, anti-hate speech training, as described. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1599 Ahrens D Public transit: California Transit Stop Registry: transit datasets.	This bill is in the Senate Transportation Committee.	Existing law establishes the Department of Transportation and vests it with various powers and duties. This bill would require the department to create, on or before June 1, 2027, the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops that includes, but is not limited to, each transit stop's name, location, available amenities, and unique identifier, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 1624 Zbur D Public Lands Protection Act.	This bill is in the Assembly Local Government Committee.	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries that bears relation to its planning. Existing law authorizes the legislative body of a county or city to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes, as provided. For these purposes, existing law authorizes the legislative body to divide a county or city into zones, but requires that regulations adopted be uniform for each class or kind of building or use of land throughout each zone. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill, the Public Lands Protection Act, would, upon transfer to any private or nonfederal entity of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has been designated in an adopted general plan or zoning ordinance as open space, public land, resource conservation, or an equivalent conservation-oriented designation, immediately subject that parcel to the zoning designation and associated state and local restrictions. The bill would also, upon transfer of a parcel of land located within the state that is owned by the United States government on or after January 1, 2025, and that has not been designated in an adopted general plan or zoning ordinance at the time of transfer to any private or nonfederal entity, automatically subject that parcel to the most restrictive conservation-oriented zoning designation currently applied in the jurisdiction, by operation of law. The bill would prohibit a parcel of land governed by these provisions from being rezoned, subdivided, or granted any development entitlement that is inconsistent with a conservation-oriented zoning designation, unless certain requirements are satisfied, including that a full environmental impact report is completed in accordance with CEQA. Notwithstanding these provisions, the bill would require electric infrastructure and clean energy facilities necessary to achieve California's climate and decarbonization goals to be deemed permitted uses in a conservation-oriented zoning designation if certain conditions are met. The bill would also exempt certain other parcels from these provisions. This bill contains other related provisions.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1630 Caloza D Meet and confer: observation.	This bill is in the Senate Appropriations Committee	Existing law provides for negotiations concerning wages, hours, and other terms and conditions of employment between a higher education employer and an exclusive representative of a recognized or certified employee organization, as these terms are defined. Existing law requires higher education employers, or such representatives as they may designate, to engage in meeting and conferring with the employee organization selected as exclusive representative of an appropriate unit on all matters within the scope of representation. Existing law requires a reasonable number of representatives of an exclusive representative to have the right to receive reasonable periods of released or reassigned time without loss of compensation when engaged in meeting and conferring and for the processing of grievances prior to the adoption of the initial memorandum of understanding. This bill would authorize an exclusive representative, in their discretion, to invite one or more members of a bargaining unit to remotely observe a session held for the purpose of a meet and confer on a memorandum of understanding. The bill would prohibit, absent an agreement of the parties, a member of a bargaining unit observing a session pursuant to these provisions from receiving released or reassigned time or compensation to observe a session. The bill would not prevent the parties from agreeing to allow in-person observers or greater participation by observers in a meet and confer session. The bill would also not require any change in existing practices that allow in-person observers or greater participation by observers in a meet and confer session.	Watch
AB 1697 Kalra D Employment contracts: stay-or-pay provisions: contract date.	This bill is in the Senate Judiciary Committee.	Existing law generally prohibits an employment contract from requiring a worker to pay certain penalties, fees, costs, or debts related to employment or education if the worker's employment or work relationship terminates, as provided. Existing law provides that a contract that is unlawful under that prohibition is void and contrary to public policy as a restraint of engaging in a lawful profession, trade, or business. Existing law authorizes a worker, among other persons, to bring a civil action for specified civil penalties and relief for a violation of these provisions. Existing law applies these prohibitions to contracts entered into on or after January 1, 2026. This bill would instead apply those provisions to contracts entered into on or after January 1, 2027. This bill would declare that it is to take effect immediately as an urgency statute.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1821 Pacheco D California Public Records Act: methods of submission, fees, and agency response time.	This bill is in the Senate Judiciary Committee	Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. This bill would require an agency to designate a physical office location and a specified email address for the submission of requests, and authorize an agency to designate other reasonable methods for the submission of requests, including submission to a physical mailing address, subject to certain requirements, including that the agency accept upon receipt any request that is submitted at the designated physical office location or through the designated email address during the agency's normal business hours. If an agency designates any method for the submission of requests, the bill would deem a request as properly requested for purposes of specified provisions only if the request was submitted through a method of submission that was designated by the agency. If the agency finds that a request was not submitted through a method of submission that was designated by the agency, the bill would deem the request as not properly requested at the time of submission and not subject to specified timelines otherwise applicable to the request had it been properly requested, except as specified. The bill would require an agency to provide notice to the public of any updates or changes to any method for the submission of requests designated by the agency by posting the updates or changes on its internet website. If an agency determines that a request is a commercial use request, as defined, the bill would require a requester to submit to the agency, in addition to any other applicable fees, a payment of fees to cover the search and review time, as defined, for the request. The bill would exempt from that fee requirement any request made by an educational or noncommercial scientific institution, as specified, a government agency, and a representative of the news media, as defined. The bill would authorize an agency to petition the superior court for a determination that a requester submitted a request with malicious intent, as specified. If the court determines that the request was submitted with malicious intent, the bill would authorize the agency to impose on the requester, in addition to any other applicable fees, a payment of fees to cover the search and review time for the request. This bill contains other related provisions and other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
AB 1859 Ortega D Public works.	This bill is in the Senate Labor, Public Employment, and Retirement	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages be paid to workers employed on public works. Existing law defines "public works," for the purposes of regulating public works contracts as, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds. Existing law makes any officer, agent, or representative of the state or of any political subdivision who willfully violates specified provisions, including providing notice of certain public works projects, as specified, to the Department of Industrial Relations, guilty of a misdemeanor. Existing law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Existing law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. This bill would require an awarding body or owner to give reasonable access, as defined, to representatives of a joint-labor management committee in order to monitor compliance with the prevailing wage and apprenticeship requirements. The bill would authorize an awarding body, owner, contractor, or subcontractor to deny or revoke access to the committee's representative if the representative fails or refuses to comply with job site safety requirements, as specified. The bill would authorize the committee to bring an action against an awarding body, contractor, or subcontractor that willfully denies the committee's representative reasonable access. The bill would authorize the court to award a civil penalty, not to exceed $1,000, and would require the court to award reasonable attorney's fees and costs to the prevailing party. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1883 Bryan D Workplace surveillance tools.	This bill is in the Senate Rules Committee, pending referral to policy committee.	Existing law establishes the Division of Labor Standards Enforcement within the Department of Industrial Relations. Existing law authorizes the division, which is headed by the Labor Commissioner, to enforce the Labor Code and all labor laws of the state, the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would generally regulate the use of workplace surveillance tools and an employer's use of worker data. The bill would prohibit an employer from using a workplace surveillance tool on workers for various purposes, including preventing compliance with laws or regulations, inferring information about workers engaging in a protected activity, making inferences about an individual's emotional state or based on their gait, or collecting neural data. The bill would prohibit an employer from using facial recognition technology to make inferences about a worker for firing, deactivation, or disciplinary purposes. The bill would, with certain exceptions, also prohibit an employer from using a workplace surveillance tool to infer specified categories of information about a worker, including, among others, their veteran status, ancestral history, religious beliefs, or disability status. This bill would require the Labor Commissioner to enforce the bill's provisions, would authorize an employee to bring a civil action for specified remedies for a violation of the bill's provisions, and would authorize a public prosecutor to enforce the provisions. The bill would subject an employer who violates the bill's provisions to a civil penalty of up to $500 for each violation. The bill would define various terms for purposes of its provisions. This bill contains other related provisions.	Watch
AB 1919 Pellerin D Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.	This bill is in the Senate Transportation Committee.	Existing law provides for the establishment of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Existing law, among other things, authorizes the board of directors of the district to impose transactions and use taxes in accordance with the Transactions and Use Tax Law by an ordinance approved by the electors voting on the measure at a special election called by the board of directors for that purpose. This bill would also authorize those special taxes to be imposed by a qualified voter initiative. The bill would require the special election for a tax measure proposed by the board of directors or a qualified voter initiative to be consolidated with a statewide general election by the board of supervisors of the County of Santa Cruz and would require the tax measure to be submitted to the voters in accordance with specified elections provisions. The bill would also require the county elections official for the County of Santa Cruz to serve as the elections official of the district for purposes of administering the ballot measure process and any election for purposes of specified provisions of law. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 1941 González, Mark D Organized metal theft.	This bill is in the Senate Public Safety Committee.	Existing law makes a person who is a dealer in or collector of junk, metals, or secondhand materials, or their agent, employee, or representative, who buys or receives any wire, cable, copper, lead, solder, mercury, iron, or brass that the person knows or reasonably should know is used by or belongs to specified entities, including a railroad, certain utility companies, or a public entity engaged in furnishing public utility service, without using due diligence to ascertain that the person selling or delivering that material has a legal right to do so, guilty of criminally receiving that property and, in addition to imprisonment, makes that act punishable by a fine of not more than $5,000. This bill would prohibit organized metal theft, described as acting in concert with one or more persons to steal metal materials from one or more of specified materials and items with the intent to sell, exchange, or return those metal materials for value, acting in concert with 2 or more persons to receive, purchase, or possess those metal materials knowing or believing it to have been stolen, acting as an agent of another to steal those metal materials as part of an organized plan to commit theft, or recruiting, coordinating, organizing, supervising, directing, managing, or financing another to undertake acts of theft of metal. The bill would make a violation of organized metal theft punishable as either a misdemeanor or a felony. The bill would make related findings and declarations and state the intent of the Legislature. By creating new crimes, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Support June 2026
AB 1944 Lee D Zero-emission transit buses: axle weight.	This bill is on the Senate Floor.	Existing law prohibits the maximum gross weight on any one axle of a bus from exceeding 20,500 pounds, except the maximum limit for the curb weight on any one axle of a transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2019, is set at 22,000 pounds. Existing law, notwithstanding the previous provisions, sets specified higher maximum limits up to 25,000 pounds for the curb weight on any one axle of an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued during specified periods between January 1, 2016, and December 31, 2021, inclusive, and sets the 22,000-pound maximum limit for an articulated transit bus or zero-emission transit bus procured through a solicitation process pursuant to which a solicitation was issued on or after January 1, 2022. A violation of this provision is a crime. This bill would, until January 1, 2032, establish specified higher weight limitations up to 25,000 pounds for zero-emission transit buses procured through a solicitation process pursuant to which a solicitation was issued at various specified periods between January 1, 2027, and December 31, 2031 inclusive.	Support April 2026

Bill ID/Topic	Location	Summary	Position
AB 2051 Wicks D Public resources: Coastal Resilience Permitting Working Group.	This bill is in the Senate Natural Resources & Water Committee.	Existing law establishes the Natural Resources Agency and vests the agency with jurisdiction over various public resources. Existing law establishes the California Environmental Protection Agency and sets out its mission for programs, policies, and standards. Under existing law, various state entities, including the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife have responsibilities with respect to coastal permitting and development. This bill would require the Secretary of the Natural Resources Agency, in consultation with the Secretary for Environmental Protection, to convene a Coastal Resilience Permitting Working Group for the purpose of developing a Coastal Resilience Permitting Roadmap for coastal resilience projects proposed in specified areas. The bill would require the Coastal Resilience Permitting Working Group to consist of representatives from federal, state, and local agencies, including, among others, the California Coastal Commission, the California Environmental Protection Agency, and the Department of Fish and Wildlife. The bill would, on or before January 1, 2028, require the Secretary of the Natural Resources Agency to submit the Coastal Resilience Permitting Roadmap to the Governor and the relevant fiscal and policy committees of the Legislature. The bill would require, on or before April 1, 2027, the Secretary of the Natural Resources Agency, in collaboration with the California Coastal Commission, the San Francisco Bay Conservation and Development Commission, the Department of Fish and Wildlife, and the California Regional Water Quality Boards with jurisdiction over the coast and the San Francisco Bay, to convene a Coastal Resilience Permit Advisory Group to support the deliberations of the Coastal Resilience Permitting Working Group.	Watch
AB 2074 Haney D Regional transit hub districts: downtown housing developments.	This bill is in the Senate Housing Committee.	The Planning and Zoning Law generally regulates local government zoning and approval of certain types of housing development projects. The law authorizes a development proponent to submit an application for a development that is subject to a prescribed ministerial approval process if the development complies with certain procedural requirements and satisfies specified objective planning standards. The law also requires a housing development project within a specified distance of a transit-oriented development stop to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development, if the development complies with specified requirements, as applicable. This bill would, by July 1, 2027, require major transit cities to designate one or more regional transit hub districts and prescribe requirements for those districts, including requiring that a district make a downtown housing development an allowable use, as specified. The bill would define “downtown housing development” as a housing development project within a regional hub district that meets certain conditions, including that it meets specified labor standards. The bill would prescribe requirements for the developments, including that the developments are eligible for streamlined ministerial approval, as specified. The bill would establish the Downtown Revitalization Loan Fund and continuously appropriate moneys in the fund to the California Housing Finance Agency for the purpose of making loans to applicants to develop downtown housing developments, as specified. By establishing a continuously appropriated fund, the bill would make an appropriation. By requiring certain cities to designate regional transit hub districts and requiring streamlined ministerial approval of certain housing developments, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2168 Wicks D Active Transportation Program: guidelines.	This bill is in the Senate Transportation Committee.	Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires the California Transportation Commission to develop guidelines with regard to project eligibility that include, among other project types, safe routes to transit projects that will encourage transit by improving biking and walking routes to mass transportation facilities and schoolbus stops. This bill would, on and after January 1, 2028, instead require the guidelines with regard to project eligibility to include projects for safe routes to transit projects that encourage access to transit facilities and schoolbus stops by biking and walking, as specified, and projects that will expand access to transit in underserved or rural areas. This bill contains other related provisions and other existing laws.	Watch
AB 2263 Kalra D Santa Clara Valley Transportation Authority: employee housing: transit-oriented joint development projects.	This bill is in the Senate Transportation Committee.	Existing law establishes the Santa Clara Valley Transportation Authority (VTA) in order to meet the public transit problems of the County of Santa Clara. Existing law authorizes VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. Existing law also authorizes VTA to accept moneys from, and to contract and cooperate with, any public agency to finance the acquisition and construction of transportation facilities, as specified. This bill would authorize VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees, as specified. The bill would authorize VTA to construct affordable rental housing for employees and affordable for-sale housing that promotes housing opportunities for VTA employees, as specified. The bill would also authorize VTA to accept moneys from, and to contract and cooperate with, any public agency to acquire and construct an employee housing project, as specified.	Watch
AB 2323 McKinnor D Publication: newspapers of general circulation.	This bill is on the Senate Floor.	Existing law requires various types of notices to be provided in a “newspaper of general circulation,” as that term is defined, in accordance with certain prescribed publication periods and legal requirements. Existing law requires a newspaper of general circulation to meet certain criteria, including publication, a bona fide subscription list of paying subscribers, and printing and publishing at regular intervals in the state, county, or city where publication is to be given. This bill would require any public notice that is legally required to be published in a newspaper of general circulation to be published in the newspaper’s print publication and on the newspaper’s internet website or electronic newspaper available on the internet. This bill would prohibit a newspaper from charging a fee or surcharge to access public notices on their internet website or for posting a legally required public notice, as specified. This bill would provide, however, that a newspaper may continue to charge a fee or surcharge for access to other content on their internet website. This bill would also provide that certain errors in the publication of a legal notice on a newspaper’s internet website, as described, would not constitute a defect in the publication of the legal notice.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2341 Fong D Local government: emergency response services: use of languages other than English.	This bill is in the Senate Local Government Committee.	Existing law requires, in the event of an emergency within the jurisdiction of a local agency that provides emergency response services and that serves a population within which 5% or more of the people speak English less than "very well," according to American Community Survey data, and jointly speak a language other than English, that the local agency provide information related to the emergency in English and in all languages spoken jointly by the 5% or more of the population that speaks English less than "very well," as specified. This bill would revise these provisions to instead require the local agency to provide information related to an emergency within a local agency's jurisdiction in English and translated in each language spoken by 5% or more of the population that speaks English less than "very well." The bill, to determine whether a language meets the criteria for translation, would require a local agency to calculate the total population of those within its jurisdiction that speaks English less than "very well," and, for each language included in the American Community Survey data, or data from an equally reliable source, determine whether speakers of any language who speak English less than "very well" comprise at least 5% of the total population of that jurisdiction that speaks English less than "very well." The bill would make organizational and clarifying changes to the above-described provisions, as specified. This bill would declare that it is to take effect immediately as an urgency statute.	Watch
AB 2346 Wilson D Vehicles: electric bicycles and speed limits.	This bill is in the Senate Transportation Committee.	Existing law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and classifies electric bicycles into 3 classes with different restrictions for various purposes. This bill would require all class 2 electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with a speedometer. The bill would also require all electric bicycles manufactured, sold, or offered for sale on or after January 1, 2029, to be equipped with an integrated or detachable front lamp and a rear lamp, as specified. The bill would also require sellers and distributors of electric bicycles to provide specified disclosures at or before the point of sale. The bill would make a violation of these provisions punishable as an infraction, as specified. This bill contains other related provisions and other existing laws.	Watch
AB 2413 Ransom D Large-format public advertisements: public expense.	This bill is in the Senate Rules Committee, pending referral to policy committee.	The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing and activities. The act defines "mass mailing" to mean over 200 substantially similar pieces of mail, and defines "mass electronic mailing" to mean sending more than 200 substantially similar pieces of electronic mail within a calendar month. The act prohibits a mass mailing from being sent at public expense if, among other things, the mailing features an elected officer affiliated with the agency that produces or sends the mailing, or includes the name, office, photograph, or other reference to the elected officer and is prepared or sent in cooperation, consultation, coordination, or concert with the elected officer. This bill would define "large-format public advertisement" as a billboard, wrap on a bus or other public transportation vehicle, advertisement affixed to a bus stop, and other public advertisements designated by the commission by regulation that are 24 inches by 36 inches or more in size. This bill would prohibit a large-format public advertisement from being published or displayed at public expense if, among other things, the advertisement includes the photograph of an elected officer affiliated with the agency that produces or purchases the large-format public advertisement and is prepared in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
AB 2516 Petrie-Norris D California Grid Manufacturing Initiative.	This bill is in the Senate Energy, Utilities, and Communication Committee.	Existing law establishes the Governor's Office of Business and Economic Development (GO-Biz) within the Governor's office and requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. Existing law creates within GO-Biz the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects, as specified. This bill would require the Energy Unit, in coordination with other specified state entities, to establish the California Grid Manufacturing Initiative. The bill would require the Energy Unit to identify and procure critical electricity grid components, as defined, and to incentivize new or existing in-state manufacturing of electricity grid components. This bill would require the Energy Unit to develop a process for each public utility, as defined, on or before January 1, 2028, and regularly thereafter, to submit a projection of its purchasing needs for critical electricity grid components for which the public utility has not entered into a purchase agreement and for which the public utility affirmatively seeks the assistance of the Energy Unit in coordinating resources and leveraging purchasing power. The bill would provide that, if the Energy Unit determines that centralized procurement is warranted for a critical electrical grid component, a participating public utility may, prior to the issuance of a solicitation by the Energy Unit for that component, submit to the Energy Unit the conditions under which the public utility commits to purchase those components from the initiative, as provided. Under the bill, if a procurement by the Energy Unit satisfies the conditions submitted by a public utility, the public utility's commitment to purchase the component from the initiative would be binding, as provided. By imposing new duties on local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill would authorize the Energy Unit to issue requests for proposals or other competitive solicitations to procure critical electricity grid components, as provided, and would authorize the Energy Unit to provide financial assistance to projects that establish or expand manufacturing capacity in California for electrical grid components, as specified. The bill would also authorize the Energy Unit to enter into production joint ventures with qualified private suppliers, as provided, and to provide bond financing and other assistance. This bill contains other related provisions and other existing laws.	Watch
AB 2529 Johnson R Civil claims: public entities and employees: declaration.	This bill is in the Senate Judiciary Committee.	Existing law, the Government Claims Act, governs the tort liability and immunity of, and claims and actions against, public entities, officers, and employees. Existing law requires that a claim against a public entity or public employee be signed by the claimant or by some person on the claimant's behalf. This bill would require a claim against a public entity or public employee to include a declaration that, upon information and belief, the contents of the claim are true and correct. By expanding the definition of a crime, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2560 Schultz D Climate Action Plan for Transportation Infrastructure: goals.	This bill is in the Senate Transportation Committee.	Existing law establishes the Transportation Agency, which has the power of general supervision over specified state entities. Existing law requires the agency to develop and report on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formation in the matters of public interest related to the agency. This bill would establish specified goals for the Climate Action Plan for Transportation Infrastructure (CAPTI), consistent with state law.	Watch
AB 2576 Harabedian D Transit-oriented development: exclusions: historic sites.	This bill is in the Senate Housing Committee.	Existing law provides that a housing development project shall be an allowed use as a transit-oriented housing development if specified conditions and requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as defined, deemed compliant by the Department of Housing and Community Development before July 1, 2026. Existing law specifies that, beginning on January 1, 2027, a local government that denies a housing development project meeting the requirements referenced above that is located in a high-resource area is presumed to be in violation of specified law and immediately liable for specified penalties. Existing law specifies exclusions from the provisions described above, including, among other sites prior to one year following the adoption of the 7th revision of the housing element, a site with a historic resource designated as of January 1, 2025, on a local register. This bill would also exclude from the provisions described above, a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.	Watch

Bill ID/Topic	Location	Summary	Position
AB 2595 Papan D San Mateo Electric Bicycle Safety Pilot Program.	This bill is in the Senate Transportation Committee.	Existing law defines an electric bicycle and classifies electric bicycles into 3 classes with different restrictions. Under existing law, a "class 1 electric bicycle" is a bicycle equipped with a motor that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 2 electric bicycle" is a bicycle equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under existing law, a "class 3 electric bicycle" is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Existing law prohibits a person under 16 years of age from operating a class 3 electric bicycle. This bill, the San Mateo Electric Bicycle Safety Pilot Program, would, until January 1, 2031, authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. For the first 60 days following the adoption of an ordinance or resolution for this purpose, the bill would make a violation of the ordinance or resolution punishable by a warning notice. After 60 days, the bill would make a violation of the ordinance or resolution punishable by a fine of $25, except as specified. This bill would make a parent or legal guardian with control or custody of an unemancipated minor who violates the ordinance or resolution jointly and severally liable with the minor for the amount of the fine imposed. The bill would, if an ordinance or resolution is adopted, require the county to, by January 1, 2030, submit a report to the Legislature that includes, among other things, the total number of traffic stops initiated for a violation of the ordinance or resolution, the results of those traffic stops, and the actions taken by a peace officer during a traffic stop, as specified. The bill would require a local authority or county to administer a public information campaign for at least 30 calendar days prior to the enactment of the ordinance or resolution, as specified.	Watch
AB 2656 Petrie-Norris D Public employees: notice: artificial intelligence performing service within scope of work.	This bill is in the Senate Privacy, Digital Technologies, and Consumer Protection.	Executive Order No. N-12-23 requires specified state agencies, in collaboration with other state agencies and their workforce, to draft a report to the Governor examining the most significant, potentially beneficial use cases for deployment of generative artificial intelligence (GenAI) tools by the state. The executive order requires the report to explain the potential risks to individuals, communities, and government and state government workers, and requires the report to be regularly assessed and updated in consultation with, among others, the state government workforce or organizations that represent state government employees, as specified. Chapter 928 of the Statutes of 2024, the Generative Artificial Intelligence Accountability Act, requires specified state agencies to update the report, as needed, to respond to significant developments and to consult with specified parties, including organizations that represent state exclusive employee representatives. The act also requires state agencies to consider procurement and enterprise use opportunities for GenAI to improve efficiency, effectiveness, accessibility, and equity of government operations, as specified. This bill would require certain state and local public employers to provide written notice to a recognized employee organization at least 45 days before taking an action to develop, purchase, implement, or utilize GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.	Watch

Bill ID/Topic	Location	Summary	Position
SB 109 Laird D Budget Act of 2026.	This bill is in the Assembly Budget Committee.	This bill would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 117 Committee on Budget and Fiscal Review Transit and Intercity Rail Capital Program: loans: transit operating purposes: San Francisco Bay area.	This bill is in the Assembly Budget Committee.	Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of a specified portion of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, including the San Francisco Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District, with specified powers and duties relating to providing public transit services. This bill would require, on or before July 1, 2026, the Transportation Agency, subject to various requirements, to loan to the Metropolitan Transportation Commission up to $590,000,000 of funding approved under the program for projects within the San Francisco Bay area. The bill would require the Metropolitan Transportation Commission to use the proceeds of that loan to offer loans, subject to certain conditions, for public transit operating purposes to the San Francisco Bay Area Rapid Transit District, the San Francisco Municipal Transportation Agency, the Peninsula Corridor Joint Powers Board, and the Alameda-Contra Costa Transit District. By changing the purpose for which continuously appropriated funds may be expended, the bill would make an appropriation. The bill would require the California Transportation Commission, if certain conditions are met, to establish an allocation plan for the awarded projects in the San Francisco Bay area under which future allocations under the program to those projects may be adjusted or deferred during the repayment period of the loan made to the Metropolitan Transportation Commission, as specified. The bill would require a transit operator to use its respective share of specified funding under the State Transit Assistance Program as security for any loan made by the Metropolitan Transportation Commission and would authorize the Metropolitan Transportation Commission to redirect those funds as repayment for an outstanding loan if the specified transit entity fails to make timely loan payments. The bill would make these provisions inoperative upon full repayment of the loan by the Metropolitan Transportation Commission, as specified. To the extent the bill would impose new duties on the Metropolitan Transportation Commission, the bill would impose a state-mandated local program.	Watch

Bill ID/Topic	Location	Summary	Position
SB 122 Committee on Budget and Fiscal Review Taxation.	This bill is on the Senate Floor.	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 of, 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 (SUT) defines "tangible personal property" to mean personal property that may be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses. Existing law punishes various violations of the SUT as crimes. The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the SUT, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the SUT. Amendments to the SUT are automatically incorporated into the local tax laws. This bill would define "tangible personal property" to additionally mean a digital product and any copyright or patent interests associated therewith for the purposes of the application of the SUT, as prescribed. The bill would define "digital product" to mean, except as provided, prewritten computer software transferred on tangible storage media, transferred electronically, or accessed remotely. The bill would also make various conforming changes. By expanding the scope of violating the SUT, this bill would impose a state-mandated local program. This bill would prohibit a purchaser or retailer of a digital product that is transferred electronically or accessed remotely from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under Bradley-Burns imposed on the sale or purchase of a digital product that is transferred electronically or accessed remotely. This bill would make an appropriation of $750,000 from the General Fund to the California Department of Tax and Fee Administration for the purpose of administering these sales and use tax provisions.	Watch

Bill ID/Topic	Location	Summary	Position
SB 176 Committee on Budget and Fiscal Review Taxation.	This bill is in the Assembly Budget Committee.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, 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 (SUT) defines "tangible personal property" to mean personal property that may be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses. Existing law punishes various violations of the SUT as crimes. The Bradley-Burns Uniform Local Sales and Use Tax Law (Bradley-Burns) authorizes counties and cities to impose local sales and use taxes in conformity with the SUT, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the SUT. Amendments to the SUT are automatically incorporated into the local tax laws. This bill would define "tangible personal property" to additionally mean a digital product and any copyright or patent interests associated therewith for the purposes of the application of the SUT, as prescribed. The bill would define "digital product" to mean, except as provided, prewritten computer software transferred on tangible storage media, transferred electronically, or accessed remotely. The bill would also make various conforming changes. By expanding the scope of violating the SUT, this bill would impose a state-mandated local program. This bill would prohibit a purchaser or retailer of a digital product that is transferred electronically or accessed remotely from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of any tax revenue resulting from the imposition of a sales and use tax under Bradley-Burns imposed on the sale or purchase of a digital product that is transferred electronically or accessed remotely. This bill would make an appropriation of $750,000 from the General Fund to the California Department of Tax and Fee Administration for the purpose of administering these sales and use tax provisions.	Watch

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
SB 555 Caballero D Workers' compensation: average annual earnings.	This bill is in the Assembly Insurance Committee.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law provides for temporary disability, permanent total disability, or permanent partial disability benefits, among other benefits, for an injured employee and requires the computation of an injured employee's average annual earnings and average weekly earnings for purposes of determining those disability benefits. Existing law requires, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at various amounts, including between $240 and $435 for injuries occurring on or after January 1, 2014, except as specified. This bill would require, for computing average annual earnings for purposes of permanent partial disability indemnity, that average weekly earnings be taken at between $363 and $658 for injuries occurring on or after January 1, 2027.	Watch

Bill ID/Topic	Location	Summary	Position
SB 667 Archuleta D Railroads: safety: report.	This bill is in the Assembly Appropriations Committee.	Existing law requires the Public Utilities Commission to annually report to the Legislature on sites on railroad lines in the state that the commission finds to be hazardous, including a list of all railroad sites in the state that it determines pose a local safety hazard. Existing law authorizes the commission to submit in the annual report the list of railroad sites submitted in the immediate prior year annual report, and to amend or revise that list from the immediate prior year as necessary. In determining which railroad sites pose a local safety hazard, existing law requires the commission to consider, among other things, whether any local safety hazards at railroad sites have been eliminated or sufficiently remediated to warrant removal of the site from the list. This bill would require the commission, on or before July 1, 2029, to review the list of railroad sites and, in the annual report, to include an evaluation of each site on the list and determine whether changes in conditions, operations, or safety data warrant the removal, modification, or addition of any site.	Watch
SB 677 Wiener D Land use: housing development approvals: tax-exempt private activity bonds: subdivisions: tentative and final maps: appeals.	This bill is in the Assembly Housing & Community Development Committee.	Existing law, the Housing Accountability Act (act), among other things, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households unless the local agency makes written findings as to one of certain sets of conditions, as specified. The act defines the term “disapprove the housing development project” for its purposes to include various actions, or inactions, by a local agency, as specified. This bill would expand the definition of “disapprove the housing development project” under the act to include, in the case of a housing development project that includes the issuance of tax-exempt private activity bonds, a local agency’s failure to take the actions required by certain federal tax regulations in connection with the issuance of those tax-exempt private activity bonds. The bill would specify that these provisions do not require a local agency to take any action that would result in it incurring any financial liability, debt, or obligation. By mandating new duties on local agencies with respect to housing development projects that include the issuance of tax-exempt private activity bonds, this bill would impose a state-mandated local program. This bill contains other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 739 Arreguín D Transportation network companies: California Clean Miles Standard and Incentive Program.	This bill is in the Assembly Transportation Committee.	The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes specific requirements applicable to transportation network companies, which are defined as certain organizations that, using an online-enabled application or platform, connect passengers with drivers using a personal vehicle. The act establishes the California Clean Miles Standard and Incentive Program, which requires, by January 1, 2020, that the State Air Resources Board establish a baseline for emissions of greenhouse gases for vehicles used on the online-enabled applications or platforms by transportation network companies on a per-passenger-mile basis, as provided. The act requires, by January 1, 2021, that the state board establish, and the commission implement, annual targets and goals, in accordance with specified requirements, starting in 2023 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company. The act makes a violation of the act, or an order or direction of the commission pursuant to the act, a crime. This bill would require, by January 1, 2028, the state board to adopt, and the commission to implement, updated annual targets and goals starting in 2029 for the reduction under that baseline for emissions of greenhouse gases per passenger mile driven on behalf of a transportation network company in accordance with specified requirements. The bill would prohibit the commission from adopting or enforcing any penalties against transportation network companies for the failure to meet the targets or goals adopted under the program until January 1, 2035, and would prohibit the commission from finding a transportation network company in violation of the program under specified circumstances.	Watch
SB 741 Blakespear D Low Carbon Transit Operations Program.	This bill is in the Assembly Transportation Committee.	Existing law creates the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Existing law requires the Department of Transportation to administer the program and to adopt guidelines, in coordination with the State Air Resources Board, that describe the methodologies to be used by a recipient transit agency to demonstrate that proposed expenditures will meet specified program expenditure requirements and establish the reporting requirements for documenting ongoing compliance with those expenditure requirements. This bill would repeal the requirement for the department to adopt guidelines. This bill contains other related provisions.	Recommend Support

Bill ID/Topic	Location	Summary	Position
SB 830 Arreguín D Public Transit Revenue Measure District: revenue measure: election procedures.	This bill is in the Assembly Elections Committee.	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 establishes the Public Transit Revenue Measure District, governed by the same board that governs the commission, 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. Existing law authorizes 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 specified amounts, subject to voter approval at the November 3, 2026, statewide general election. Existing law establishes specified procedures for that election, including a requirement that the elections officials of the counties where the measure will appear on the ballot mutually agree to use the same letter designation for the measure. This bill would revise those election procedures by, among other things, instead requiring the measure to be identified on the ballot by the designation "Regional Transit Measure" in each county included in the district and by requiring the district to select, from among the submissions of proposed arguments in favor of, and against, the measure, the arguments to be included in the county voter information guide of each county, as specified.	Watch
SB 908 Wiener D Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.	This bill is in the Assembly Housing & Community Development Committee.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law places various limits and prohibitions on the governing documents, as defined, relative to an owner's separate interest within those developments. This bill would prohibit those governing documents from limiting or prohibiting the owner of a separate interest within a common interest development from completing a residential window replacement project, as defined, or from imposing any requirements on California Energy Code-compliant windows in a housing development project, as defined. This bill contains other related provisions and other existing laws.	Watch
SB 922 Laird D Vehicles: local agency charges: use of streets or highways.	This bill is in the Assembly Local Government Committee.	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for an extralegal load unless the local agency had imposed the fee prior to June 1, 1989. This bill would expressly limit this prohibition to charges based on weight. The bill would also explicitly state that a fee, charge, surcharge, or component thereof imposed upon the provider of, or ratepayer for, public services by or for a local agency to recover the cost of street maintenance and repair and other costs associated with the use of its streets, roads, or highways to provide those public services is not a tax, permit fee, or other charge that is prohibited by the provision described above. The bill would provide that nothing in the Vehicle Code prohibits a local agency from imposing or collecting this fee, charge, or surcharge. The bill would delete obsolete references and make other technical changes. The bill would make various findings and declarations.	Watch

Bill ID/Topic	Location	Summary	Position
SB 929 Jones R State Energy Resources Conservation and Development Commission: chair: report to the Legislature.	This bill is in the Assembly Appropriations Committee.	Existing law establishes the State Energy Resources Conservation and Development Commission consisting of 5 members and establishes various duties and responsibilities of the commission relating to energy usage in the state. Existing law requires the Governor to designate a chair of the commission and requires the chair to direct the public advisor, the executive director, and other staff of the commission in the performance of their duties in conformance with the policies and guidelines established by the commission. This bill would require the chair of the commission to appear annually before the appropriate policy committees of the Legislature to report on the commission's activities and plans as they relate to the commission's responsibilities, as specified.	Watch
SB 935 Choi R Local agency design-build projects: authorization.	This bill is in the Assembly Appropriations Committee.	Existing law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of $1,000,000, awarding the contract either to the lowest bid or the best value. Existing law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing local agencies to use the design-build procurement process are repealed on January 1, 2031. This bill would repeal the above-described January 1, 2031, repeal date, thereby extending the operation of these provisions indefinitely. By indefinitely extending provisions that would otherwise be repealed on January 1, 2031, the bill would expand the crime of perjury, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

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

Bill ID/Topic	Location	Summary	Position
SB 994 Cabaldon D Local agencies: nondisclosure agreements.	This bill is in the Assembly Local Government Committee.	Existing law, the legislative code of ethics, prohibits Members of the Legislature from entering into, or requesting that another party enter into, a nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation. Existing law also makes any nondisclosure agreement relating to the drafting, negotiation, or discussion of proposed legislation entered into after January 1, 2026, void and unenforceable. Existing law provides an exception for nondisclosure agreements, or portions thereof, that prevent only the disclosure of trade secrets, financial information, or proprietary information, as specified. This bill would prohibit a local agency official, as defined, acting in their official capacity from entering into, or requesting that another individual enter into, a nondisclosure agreement relating to public business that precludes their ability to share information with fellow local agency officials serving on the same council, board, commission, district, or agency. The bill would require a local agency official in violation of that provision to, among other things, disclose the existence of the nondisclosure agreement, as specified, and would provide that these requirements imposed on a local agency official also apply to a local agency official acting in their official capacity who entered into, or requested that another individual enter into, a nondisclosure agreement described above before January 1, 2027. By imposing additional duties on local agency officials, the bill would impose a state-mandated local program. The bill would also make any nondisclosure agreement relating to public business that precludes the ability of a local agency official to share information with fellow local agency officials serving on the same council, board, commission, district, or agency and that is entered into after January 1, 2027, void and unenforceable. This bill contains other related provisions and other existing laws.	Watch
SB 1087 Cabaldon D Transportation planning: sustainable communities strategies: transportation funding programs.	This bill is in the Assembly Transportation Committee.	Existing law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires a regional transportation plan to include a policy element, a sustainable communities strategy prepared by a metropolitan planning organization, an action element, and a financial element, as provided. Existing law requires those transportation planning agencies to adopt and submit every 4 years, except as provided, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. Existing law requires a sustainable communities strategy to achieve regional targets set by the State Air Resources Board for the reduction of greenhouse gas emissions from the automobile and light truck sector in the region for 2020 and 2035, respectively, and requires the state board to update those targets every 8 years, consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan, as specified. Existing law establishes certain procedural requirements for setting and updating those targets and authorizes the state board to revise the targets every 4 years based on changes in specified factors. This bill would instead require, commencing with the first or 2nd regional transportation plan prepared on or after January 1, 2027, as determined by the applicable metropolitan planning organization, the regional transportation plan to include an 8-year sustainable communities strategy prepared by the metropolitan planning organization. Upon the submission of a regional transportation plan that does not include a new sustainable communities strategy, the bill would require the metropolitan planning organization to submit a sustainable communities strategy implementation report. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 1159 Cabaldon D Artificial intelligence: transparency and governance.	This bill is in the Assembly Privacy & Consumer Protection Committee.	The California Constitution provides that people have the right of access to information concerning the conduct of the people's business. Various provisions of existing law, including the California Public Records Act, the Legislative Open Records Act, the Bagley-Keene Open Meeting Act, and the Ralph M. Brown Act, provide, with some exceptions, for public access to government records and meetings of government bodies. Among those acts, the California Public Records Act defines "person" to include any natural person, corporation, partnership, limited liability company, firm, or association. This bill would specify that, for purposes of the California Public Records Act, the Bagley-Keene Open Meeting Act, the Ralph M. Brown Act, the Legislative Open Records Act, the Administrative Procedure Act, the California Coastal Act of 1976, and the California Environmental Quality Act (CEQA), "person," "interested person," "participant," "member of the public," as applicable, and any other similar terms under each act referring to those who may engage with governmental agencies, do not include artificial intelligence, as defined, systems, autonomous agents, or robots, whether physical or digital. The bill would authorize governmental agencies to use an artificial intelligence detection tool to determine if artificial intelligence is present. The bill would make findings and declarations related to these provisions. This bill contains other related provisions and other existing laws.	Watch
SB 1187 Durazo D Open meetings: majority.	This bill is in the Assembly Local Government Committee.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. Existing law defines "meetings" for these purposes to mean any congregation of a majority of the members of a legislative body at the same time and location, as specified, to hear, discuss, deliberate, or take action on any item that is within the subject matter jurisdiction of the legislative body. This bill would define "majority" for purposes of the act to mean the number of members of the legislative body equaling more than half of the total number of seats on the legislative body. The bill would specify that if a seat on the legislative body is vacant, that seat is to still be counted as a seat on the legislative body. This bill contains other related provisions and other existing laws.	Watch
SB 1216 Laird D Budget Act of 2026.	This bill is in the Senate Budget & Fiscal Review Committee.	The Budget Act of 2026 would make appropriations for the support of state government for the 2026–27 fiscal year. This bill would amend the Budget Act of 2026 by amending a section relating to appropriations. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch

Bill ID/Topic	Location	Summary	Position
SB 1292 Richardson D Enhanced curb management system.	This bill is in the Assembly Transportation Committee.	Existing law authorizes, until January 1, 2030, a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes. Existing law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review photographs for the purpose of determining whether a parking violation occurred in a bicycle lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing law requires these photographic records to be confidential and makes these records available only to public agencies to enforce parking violations. Existing law requires any local agency that implements this pilot program to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, by December 31, 2028. This bill would authorize, until January 1, 2032, the City of Los Angeles, Santa Monica, West Hollywood, Inglewood, San Diego, or Long Beach, or the city parking enforcement authority within those cities, to establish an enhanced curb management system (system) that records images of vehicles for the purpose of enforcing parking violations or automating parking payments if certain requirements are met. The bill would require the governing body of the participating city to adopt a public ordinance or resolution that would authorize the use of a system in specified locations, including, among others, passenger loading zones and smart loading zones. The bill would require a participating city that automates parking payments by charging vehicles a fee for access to outline the fee, and any adjusted rates, in an ordinance or resolution. The bill would require the public ordinance or resolution to include an Enhanced Curb Management Use Policy (policy) that sets forth the specific purpose of the system, among other things. The bill would require the policy to be made available for public review, as specified. This bill contains other related provisions and other existing laws.	Watch
SB 1361 Durazo D Transit-oriented housing developments: local governments: transit agencies and projects.	This bill is in the Assembly Local Government Committee.	Existing law requires a housing development project to be an allowed use as a transit-oriented housing development if certain requirements are met. Existing law provides that these provisions do not apply to a local agency until July 1, 2026, unless the local agency takes specified actions. Existing law defines various terms for these purposes. Existing law prohibits a local government from adopting any requirement that applies to a project solely or partially on the basis that the project is seeking approval as a transit-oriented housing development, as specified. This bill would additionally prohibit a local government with an existing or planned transit-oriented development stop from taking specified actions with respect to transit agencies and transit projects.	Watch

Bill ID/Topic	Location	Summary	Position
SB 1375 Cortese D California Environmental Quality Act: exemption: urban intermodal rail station project.	This bill is in the Assembly Natural Resources Committee.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from CEQA a public project for the improvement, institution, or increase of passenger rail service, including the maintenance, construction, or rehabilitation of stations, terminals, or existing operations facilities that will be exclusively used by zero-emission trains or specified rolling stock or locomotives, as provided. This bill would exempt from CEQA a public urban, intermodal rail station project within a long-urbanized area within the statewide passenger rail network, at which high-capacity light, commuter, and intercity rail services converge that meets specified conditions, including, among other requirements, a requirement for compliance with various environmental laws and for the adoption of a plan for how any displacement from the project will be fully addressed, as provided. Because a lead agency would be required to determine the applicability of this exemption, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch

Bill ID/Topic	Location	Summary	Position
SB 1275 McNerney D Sales and use tax exemption: vehicle license fee imposition: motor vehicles.	**This bill was held on the suspense file in the Senate Appropriations Committee.**	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, on and after July 1, 2027, and before July 1, 2032, exempt from those taxes the gross receipts from the sale of, and the storage, use, or other consumption of a used motor vehicle sold by specified dealers or their affiliates or a new motor vehicle. This bill contains other related provisions and other existing laws.	Watch

BOARD OF DIRECTORS 2026

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APRIL CHAN
GENERAL MANAGER/CEO

AGENDA

San Mateo County Transit District

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

July 8, 2026 – 3:15 pm

or immediately following the Legislative Committee meeting

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

Committee Members: Josh Powell (Chair), David J. Canepa, Brooks Esser

12.a.	Call to Order	
12.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting on April 1, 2026	Motion
12.c.	Transit-Oriented Development Feasibility Study and Development Opportunities for San Carlos Headquarters Site	Informational
12.d.	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
Strategic Planning, Development, and Sustainability Committee Meeting / Committee of the Whole

1250 San Carlos Avenue, San Carlos, California

DRAFT Minutes of April 1, 2026

Members Present (In Person): David J. Canepa, Brooks Esser, Josh Powell (Chair)

Members Absent: None

Other Board Members Present Constituting Committee of the Whole: Marie Chuang, Marina Fraser, Jeff Gee, Rico E. Medina, Peter Ratto

Other Board Members Absent: Jackie Speier

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

12.a. Call to Order
Committee Chair Powell called the meeting to order at 3:16 pm.

12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of February 4, 2026
Motion/Second: Canepa/Esser
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Esser, Chuang
Noes: None
Absent: Speier

12.c. Reimagine SamTrans Evaluation, Proposed Summer Service Changes, and Long-Term Route ECR Detour
Millie Tolleson, Director, Planning, Jonathan Steketee, Manager, Operations Planning, and Kate Christopherson, Planning Administrator, provided the presentation, which included the following:

- Improvement of existing rider experience, ridership, and mobility provider efficiency and effectiveness
- Evaluation of Reimagine SamTrans: service satisfaction, new ridership growth, and observed weekday and weekend ridership
- Service policy framework compared to key performance indicators; frequent route performance increased productivity at 4.8 percent, while express and limited stop routes reduced productivity of 54.7 percent
- June 2026 summer service changes and detour accommodations for ECR construction

- Detour route effects for those using routes ECR and 397 Owl between Millbrae and Palo Alto; fare transfer; public outreach and communication
- Proposed August service changes to routes CSM, ECR Owl, EPX, FCX, and 250
- Ride Plus changes: weekend service reduction and increased Palo Alto service, in addition to earlier and additional service for Half Moon Bay (Coastside)

Staff provided further clarification in response to the Board comments and questions regarding Ride Plus service upgrades and zone usage, increased weekend ridership, microtransit performance, route ECR detour adjustments, autonomous cars and ride share availability, system-wide satisfaction, route FCX, and Skyline College connectivity.

Public Comment
Yan commented on route FCX and the Mission Street bus stop removal.

12.d. Adjourn – The meeting adjourned at 4:04 pm.

DRAFT

San Mateo County Transit District
Staff Report

To: Strategic Planning, Development, and Sustainability Committee

Through: April Chan, General Manager/CEO

From: Joshuah Mello, Executive Officer, Planning and Development

Subject: **Transit-Oriented Development Feasibility Study and Development Opportunities for San Carlos Headquarters Site**

Action

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

Significance

With the formal relocation of the San Mateo County Transit District (District) headquarters to Millbrae in May 2026, the former headquarters site in San Carlos is now vacant and available for redevelopment. In 2025, the District completed a detailed market study and feasibility analysis to evaluate realistic transit-oriented development (TOD) opportunities for the site. Based on the findings of that study, staff coordinated with the City of San Carlos regarding the broader planning and regulatory framework associated with the Downtown Specific Plan. As part of the specific plan adoption in December 2025, the District successfully secured the land use and zoning designations necessary to support a feasible TOD project on the property.

Maintaining the former headquarters building and parking structure in a vacant condition will continue to generate ongoing operational and maintenance costs for the District. Advancing redevelopment efforts will position the District to attract qualified development teams through the issuance of a request for proposals, anticipated in late 2026. Staff estimates that, following developer selection and execution of a ground lease agreement, construction of a new TOD project could begin within approximately five to seven years, at the earliest. Redevelopment of the site would also allow the District to begin generating long-term revenue from the property.

Budget Impacts

No budget impacts are anticipated as a result of this report.

Background

Following the Board of Directors' adoption of the District's TOD and Property Disposition Policy and approval of the Surplus Land Act (SLA) portfolio exemption approach on February 4, 2026, staff obtained approval and certification of the portfolio exemption resolution from the California Department of Housing and Community Development (HCD) on April 28, 2026. This approval provides the District with flexibility to allocate affordable housing obligations across its TOD portfolio while continuing to meet applicable state and local requirements.

Market Study and Feasibility Analysis

Staff commissioned a market study and feasibility analysis for the San Carlos site, prepared by a specialized consultant. The market study evaluated demand for various types of real estate development, including residential, office, and other land uses. The feasibility analysis evaluated which development scenarios would be financially viable on the site based on the market study findings. The market study found that demand for affordable housing on the Peninsula remains strong despite continued high interest rates and elevated construction and financing costs. The study also concluded that market-rate residential development could become feasible within approximately five years.

In recent months, the District has been approached by multiple brokers representing prospective development interests, indicating continued market interest in the property. Given its proximity to the San Carlos Caltrain station and its role as a key opportunity site within the Downtown Specific Plan, the former headquarters property is well positioned to support both affordable and market-rate housing. The feasibility analysis concluded that residential development is financially feasible at a density of 75 dwelling units per acre (DU/AC), representing the most viable near-term development scenario. A higher-density development at 120 DU/AC may become feasible over a longer time horizon. The analysis further determined that both density scenarios remain feasible while incorporating the 25 percent affordable housing requirement established under the SLA.

Development Potential

As referenced above, the feasibility analysis evaluated residential development on the approximately 1.13-acre office building site at densities ranging from 75 to 120 DU/AC, consistent with the San Carlos Downtown Specific Plan adopted in December 2025. Under the scenarios evaluated, the site could support approximately 85 units at 75 DU/AC or approximately 136 units at 120 DU/AC. Because the District may utilize the SLA portfolio exemption approach to allocate affordable housing obligations across its TOD portfolio, the analysis also evaluated a scenario in which the San Carlos site satisfies only the City of San Carlos's 15 percent inclusionary housing requirement, with the remaining 10 percent affordable housing obligation potentially accommodated at the District' Colma park-and-ride TOD site. This scenario demonstrated that development feasibility at the San Carlos site could be further enhanced.

Parking Structure Reuse and Land Disposition

The feasibility analysis assumed demolition of the existing office building to accommodate a future residential development project. The analysis also evaluated the potential reuse of the existing parking structure as a means of improving project feasibility. Reuse of the parking structure could avoid the cost of constructing a new parking podium, utilize existing parking supply that exceeds projected residential demand, and create opportunities for a shared public-private parking arrangement with the City of San Carlos.

As part of the Downtown Specific Plan discussions in 2025, the City expressed interest in continuing discussions regarding shared parking opportunities. Reuse of the parking structure could support future revenue generation while helping offset ongoing maintenance and improvement costs. The analysis also compared alternative land disposition strategies and found that a long-term ground lease may provide greater long-term value to the District than an outright sale of the property. Actual value would depend on factors including demolition costs, parking structure improvements, and final transaction terms. Based on these findings, staff identified several next steps, including further evaluation of parking structure reuse, advancement of shared parking discussions with the City, and preparation of a future solicitation to test market interest from qualified development teams.

Request for Proposals (RFP)

The next step in advancing redevelopment of the San Carlos site is the preparation and release of a request for proposals (RFP) to attract qualified development teams. The RFP will incorporate the recommendations of the market study and feasibility analysis and will establish the general development parameters for the site, including density and affordable housing requirements. The RFP is intended to provide maximum flexibility for development teams to propose innovative and financially feasible projects within the planning framework established by the City of San Carlos through adoption of the Downtown Specific Plan in December 2025. The selected development team for the San Carlos site will also be able to leverage recent state housing legislation and regulatory reforms designed to streamline the planning, entitlement, and approval processes for transit-oriented development projects. Staff has prepared a summary of these legislative and regulatory reforms which will be shared with the Board as the RFP process progresses.

Prepared By: Charla Gomez TOD Manager, Real Estate and Development 650-730-9507

San Carlos HQ Redevelopment – TOD & Next Steps



Board Meeting July 8th, 2026
- Information Only -

Agenda - Overview

1. Progress since TOD Policy adoption
2. Results of market study and feasibility analysis
3. Affordable housing requirements and details
4. Next steps for San Carlos

TOD & Property Disposition Policy – SLA Portfolio Exemption

- ✓ TOD and Property Disposition Policy adopted by Board
- ✓ Secured Surplus Land Act (SLA) Portfolio Exemption
- ✓ Completed Market Study and Feasibility Analysis
- ✓ Move out from San Carlos HQs—relocation complete

Affordable Housing Opportunities - Income Level Requirements

San Carlos Inclusionary 15% BMR	**5%** Affordable Low-income <80% AMI	**10%** Affordable Very Low-income <50% AMI	**10%** Flexibility SLA Portfolio Exemption	**85%** Market Rate
Surplus Land Act 25% BMR	**25%** Affordable Low-income <80% AMI			**75%** Market Rate

Who Qualifies For Affordable Housing In San Mateo County?

Very Low-income (≤50% AMI)
Max Income (1 Bedroom): ≤ $68,550
Max Monthly Rent : $1,714
Discount from Market Rate: 46%

Representative Occupations:
- Behavioral Health Counselors
- Protective Service Occupations
- Substitute Teachers
- Maids

Low-income (≤80% AMI)
Max Income (1 Bedroom[1]): ≤$109,700
Max Monthly Rent[2] : $2,743
Discount from Market Rate: 14%

Representative Occupations:
- Parking Enforcement Workers
- Paralegals and Legal Assistants
- Licensed Nurses
- Librarians

Source: Economic & Planning Systems, HUD 2025 AMI limits for San Mateo County and BLS Occupational Employment and Wage Statistics for San Francisco-Oakland-Fremont, CA (May 2024)

Market Study and Feasibility Analysis

- **Engaged economic consultant in 2025**
- **Market Study:** analyzed different land uses in current real estate market – recommended housing with affordable component
- **Feasibility Analysis:** analyzed various densities and construction methods to determine their financial viability in current construction and financial markets

Market Study and Feasibility Analysis Recommended Densities

Housing density range of 75 to 120 dwelling units/acre is feasible and conforms to existing zoning

Office Parcel	Zoned Density	Developable Site Area	Effective Total Units
Minimum Density	**75 du/ac**	1.13 acres	**85**
Maximum Density	**100 du/ac**	1.13 acres	**113**

Garage Parcel	Zoned Density	Developable Site Area	Effective Total Units
Minimum Density	**90 du/ac**	0.6 acres	**54**
Maximum Density	**120 du/ac**	0.6 acres	**72**

San Carlos TOD – Existing Zoning



Garage Parcel
Min 90 DU/AC
Max 120 DU/AC

Office Parcel
Min 75 DU/AC
Max 100 DU/AC

San Carlos TOD – Existing Zoning

City's minimum density requirements: 75 DU/AC

- 4-5 stories total (typically Type V or III woodframe over Type I concrete podium)
- Specific Plan max. building height 50 feet
- Parking: ~1/unit but can be reduced under State law
- Retail ground level



1232-1244 Cherry St.
San Carlos, CA

San Carlos TOD – Existing Zoning

City maximum density requirements: 120 DU/AC

- 5-7 stories total (typically Type V or Type III over Type I podium)
- Specific Plan max. building height 75 feet
- Parking: ~1/unit but can be reduced
- Retail ground level

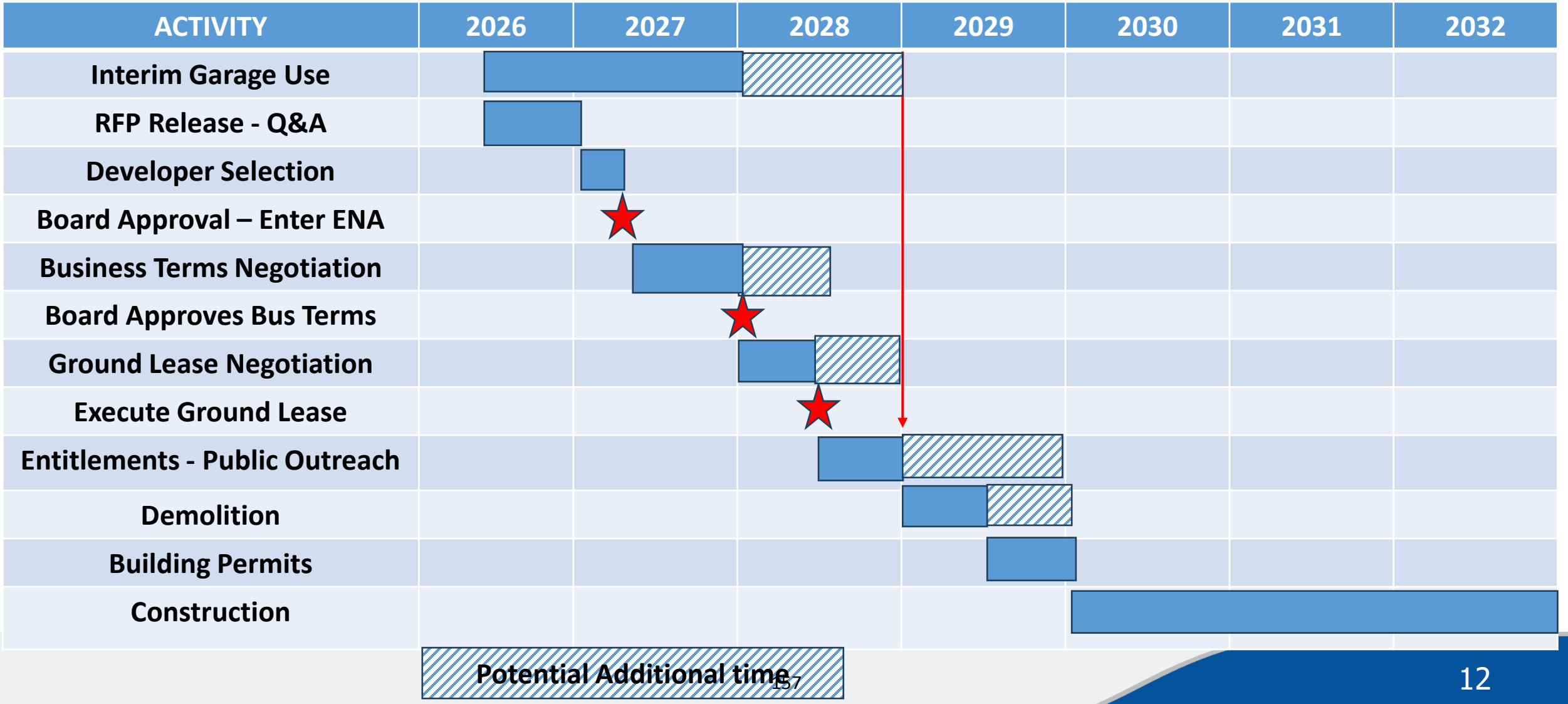


Peninsula / El Camino Real
Most popular prototype during 2020 real estate cycle

Next Steps and Recommendations

- **Incorporate feedback from Board into RFP (Winter 2026)**
  - **Utilize TOD Ad Hoc Committee to help guide the development of RFP and developer selection and evaluation**
- **Recommend that RFP includes development flexibility:**
  - **Pursue a ground lease in lieu of sale**
  - **Develop office and/or parking structure together or separate**
  - **Allow for mixed-income housing or 100% affordable housing**
  - **Be flexible on mixed-income mix (minimum of 15%)**
  - **Option to provide preference for incorporation of daycare center**
- **Recommend development partner to Board (Spring 2027)**

San Carlos TOD – Tentative Development Timeline



Thank You



Please email GomezC@samTrans.com with any questions.

San Mateo County Transit District
Staff Report

To: Board of Directors

From: Joan Cassman, General Counsel

Subject: **Amending the Rules of Procedure for the San Mateo County Transit District Board of Directors**

Action

Staff and Legal Counsel propose that the Board of Directors (Board) of the San Mateo County Transit District (District) adopt a comprehensive update of its Rules of Procedure (Rules), with additional revisions requested by the Board when the proposed updates were presented as an information item at the June 3, 2026 Board meeting shown as redlines in the attached.

Significance

At the request of the Board Chair, staff and Legal Counsel completed a comprehensive review of the Board's Rules and prepared proposed amendments to reflect current Board operations, legal requirements, and local agency legislative body best practices. In accordance with the process set forth in Section 19 of the Rules, amendments may only be made after consideration at a prior meeting. Legal Counsel presented the proposed updates at the June 3rd Board meeting and took input from the Board and public at that time. In addition, the proposed revisions were discussed at the June 24 meeting of the Citizens Advisory Committee (CAC).

Changes made to reflect Board input at the June 3 Board meeting are:

- Section 1.9: Public Comment by Individual Speakers: Reducing the standard time permitted for individual speakers to one minute per public comment, unless extended or limited by the Board Chair "[w]hen deemed appropriate, necessary or required due to time constraints, the number of speakers, the number of items on the agenda, the complexity of agenda items, or other unique circumstances." The initial proposal in the June 3 revised update of the Rules had been to limit public comments to 1 minute only for items not on the agenda, proclamations, items on the Consent Calendar, and informational items.

  The CAC adopted a motion objecting to this change based on concerns that 1 minute per public comment would be insufficient.

- Section 1.18: Citizens Advisory Committee (CAC) (with an additional revision to section 1.17(B)(2) for internal consistency): Changing the name of the CAC from the *Citizens* Advisory Committee to the *Community* Advisory Committee, which was intended to make the committee's name more inclusive and reflect the CAC's permissible

membership. (The CAC's current Statement of Purpose provides: "Members of the Citizens Advisory Committee need not be citizens of the United States.") The proposed name would also be more consistent with the name of the Board standing committee with which the CAC is associated: The Community Relations Committee.

The San Mateo County Transportation Authority (SMCTA) made the same change to the name of that agency's CAC in July 2024. The SMCTA CAC name change to "Community" was roundly supported and non-controversial; however, the District's CAC also adopted a motion opposing this change. As part of the same motion, the District's CAC expressed its view that the Board should not change the CAC's name without seeking the committee's input in advance. The CAC did not discuss the substance or meaning of the name change, but rather focused on the process by which it was proposed.

- Section 4.1.2 has been added under Article 4 on Code of Ethics and Good Governance to guide Board members who serve on other agency Boards when matters of contracts, real property transactions, or litigation arise that involve both the District and the other agency.

Approval of the proposed changes to the Rules will update a key governing document of this Board and may lead to consideration of similar revisions to the CAC rules for consistency.

Budget Impact
There is no budget impact associated with this item.

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

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

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

- The Board's and Board Chair's roles (sections 1.1-1.4);

- The District's current address (1.5);

- Changes to the Brown Act, including Senate Bill 707's requirements related to two-way remote participation and disruptions to that participation (1.8, 1.14);

- Public comment, including updated time limits for individual speakers (1.9);

- The order of business on Board meeting agendas to reflect current practice (1.12);

- That the Board (but not members of the public) may request separate action on Consent Calendar items (1.12);

- The form of minutes, including a transition from summary minutes to action minutes (1.16);

- Roles and requirements for the CAC (1.18)

- How Committees make recommendations or referrals to the Board (1.19); and

- What procedures guide Board activities where the Rules are silent, including replacing Robert's Rules of Order with Rosenberg's Rules of Order, which are more accessible and easier-to-apply, and which have become a preferred resource for many local agencies in the state (including the SMCTA and the Measure W Citizens Oversight Committee (COC)) (1.20).

The proposed amendments also would add four components:

- Article 2: Board/Public Communications, addressing when and how the Board may, should and should not communicate on behalf of the District;

- Article 3: Electronic Communication, addressing use of electronic devices during Board meetings;

- Article 4: Code of Ethics and Good Governance, documenting best practice in the areas of ethics and good governance for the Board and its advisory bodies (such as the CAC and COC), including in the areas of maintaining a positive workplace environment, avoiding interference with employer-employee relationships, conflicts of interest, use of public resources, and confidentiality; and

- Article 5: Conduct Protocols, pertaining to Board and advisory committee meeting decorum and civility.

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

Prepared By:	Joan Cassman	General Counsel	415-995-5021
	Loana Lumina-Hsu	Deputy District Secretary	650-508-6466

Resolution No. 2026 –

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

*** * ***

Amending the Rules of Procedure for
the San Mateo County Transit District Board of Directors

Whereas, pursuant to Resolution No. 1976-24, dated April 28, 1976, the San Mateo County Transit District (District) Board of Directors (Board) adopted Rules of Procedure to govern its proceedings; and

Whereas, the District Board has amended its Rules of Procedure twelve times, most recently in 2016 to conform them to various Brown Act amendments (Government Code Sections 54950, et seq.), to add and change standing committees and their purview, and to update other terms; and

Whereas, staff and the Board of Directors have determined to modernize the District's Rules of Procedure to address additional changes in open meetings laws and use of technology, and to reflect current best practices; and

Whereas, at its June 3, 2026 meeting, the Board reviewed proposed revisions to the Rules to achieve these ends and is prepared to adopt the new Rules of Procedure as set forth in Attachment A.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby amends the Rules of Procedure, with the new version set forth in Attachment A.

Regularly passed and adopted this 8th day of July, 2026 by the following vote:

Ayes:

Noes:

Absent:

_____
Chair, San Mateo County Transit District

Attest:

_____
District Secretary

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

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

Article 1. Board and Committees

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

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

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

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

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

1.3 Chair. The Chair is elected annually as provided in Section 103103 of the Public Utilities Code, at its first meeting in January. It is the duty of the Chair to preside at all meetings of the Board of Directors, maintain the orderly conduct of business, and serve as the spokesperson for the Board. The Chair may appoint members of the Board of Directors to committees, whether standing or ad hoc, and serves as ex officio member of all committees except as otherwise set forth herein. The Chair regulates the order of presentation to the Board and may regulate the time allowed to each person making

such presentation or who is allowed to speak. The Chair may call a special meeting of the Board for the purposes and in the manner designated below. The Chair performs such other and additional duties as may be designated by the Board. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 1994-32, 4/13/94; Resolution No. 1997-31, 5/14/97; and Resolution No. 2026-XX, __/__/26.)

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

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

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

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

1.8 Meetings Open to the Public. All regular and special meetings of the Board and all standing committees will be open and public in person and via remote or hybrid options as required by law (the Ralph M. Brown Act, codified at Government Code Sections 54950 et seq. and commonly referred to as the “Brown Act”). The agenda for regular meetings must provide an opportunity for persons to address the Board or committee concerning items of interest to the public that are not otherwise listed on the

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

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

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

1.11 Call to Order and Roll Call. The Chair of the Board or any committee will preside at all meetings, and will call each regular, adjourned, recessed or special meeting to order at the appointed hour. Immediately after the call to order, the District Secretary will call the roll of the members of the Board or committee and record those present and those absent. If present, members will be recorded present regardless of

their answer or failure to answer to the roll call. Immediately after the roll call, or the appointment of a Chair pro tempore in the event that the Chair and Vice Chair are absent, the presiding officer will proceed with the order of business. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 1994-32, 4/13/94; and Resolution No. 2026-XX, __/__/26.)

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

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

The Consent Calendar must be prepared prior to every meeting of the Board and incorporated in the agenda circulated to Board members. The Consent Calendar may include items that are regularly presented to the Board of Directors and are routine in nature, such as minutes, financial statements and relatively small-value contracts. Upon presentation of the Consent Calendar for approval, any member of the Board may request of the Chair that an item or items listed on the Consent Calendar be considered

and acted upon separately. Each Board member request must be granted such that the referenced item(s) are separately heard and acted upon by the Board of Directors after approval of the remainder of the Consent Calendar. Adoption of the Consent Calendar requires the affirmative vote of a majority of the members of the Board. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 1978-58, 9/20/78; Resolution No. 1987-11, 1/28/87; Resolution No. 1994-32, 4/13/94; Resolution No. 1997-81, 12/10/97; and Resolution No. 2026-XX, __/__/26.)

1.13 Agenda. Prior to every meeting of the Board and each standing committee, the General Manager/CEO, in consultation with the Board or committee Chair, must prepare an agenda which sets forth a brief general description of each item of business to be transacted or discussed by the Board or committee, including matters to be discussed in closed session and matters specifically requested for consideration by any Board member. A complete copy of each agenda, together with supporting materials, is provided by U.S. mail, electronic mail, or personal delivery to each Board or committee member so as to reach the recipient at least three (3) days prior to the scheduled regular Board or committee meeting and at least one (1) day prior to the scheduled special Board or committee meeting. A copy of the agenda, containing a brief general description of each item of business to be transacted or discussed, must be posted in a location freely accessible to the public and on the District's website at least seventy-two (72) hours before each regular meeting, and at least twenty-four (24) hours before each special meeting. No action may be taken on any item not appearing on the posted agenda unless (1) a majority of the Board or committee determines that an emergency situation exists; (2) two-thirds of the Board or committee, or, if less than two-thirds are present, all of the members present, determine that there is a need to take immediate action and that the need for action came to the attention of the District subsequent to the agenda being posted; (3) the item was posted in an agenda for a meeting of the Board or committee held not more than five calendar days earlier, where the item was continued to the meeting where action is being taken, or (4) as permitted by law. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 1987-11, 1/28/87 Resolution No. 1994-32, 4/13/94; and Resolution No. 2026-XX, __/__/26.)

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

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

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

1.17 Board Committees.

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

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

Except as otherwise determined by the committee chair and except in the case of the Audit Committee, regular meetings of standing committee are held on the same afternoon as regular Board meetings. Except as otherwise determined by the Audit Committee chair, Audit Committee meetings are held at the commencement of the

financial audit process in the beginning of each fiscal year, upon conclusion of the annual financial audit process, and as necessary to address issues that may arise at other times. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 1987-11, 1/28/87, Resolution No. 1994-32, 4/13/94, Resolution No. 1994-32, 4/13/94 and Resolution No. 31; 5/14/97; and Resolution No. 2026-XX, __/__/26.)

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

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

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

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

(1) Finance Committee. The Finance Committee's responsibilities include but are not limited to:

a. Review of the District's annual (and/or biennial, at the Board's discretion) operating budget and capital budget.
b. Review of the District's multi-year operating and capital expenditure projections and long-range financial planning.
c. Review of accounting and auditing practices and the preparation of all financial reports by the staff.
d. Review and oversight of all matters pertaining to labor contracts and grievance procedures.
e. Review of any benefits extended to employees, with respect to their uniformity and fairness to various segments of the labor force, and their impact on the District's overall operating costs.
f. Review of any major financial commitments which will bind the present Board or its successors to fixed annual payments (e.g. capital improvement debt obligations, insurance contracts, employee benefits such as pension plans, etc.).
g. Review of procurement contracts, including public works, professional services, and technology contracts, as well as contract amendments, contract terminations, proposed proposal or bid rejections, and related matters.
h. Oversight responsibility regarding District improvement programs.
i. Submit recommendations concerning these matters for further consideration by

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

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

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

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

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

(4) Strategic Planning, Development & Sustainability Committee. The Strategic Planning, Development & Sustainability Committee's responsibilities include are not limited to:

a. Review and oversee strategic planning for the District, including plan development and adjustments, and implementation of related initiatives.
b. Review and oversee development of District programs and projects.
c. Review and oversee District sustainability initiatives.
d. Submit recommendations concerning these matters for further consideration by the Board.
(Amended by Resolution 2009-19, 4/8/09; and Resolution No. 2016-63.)

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

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

(Amended by Resolution No. 2016-63.)

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

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

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

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

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

1.18 ~~Citizens~~ Community Advisory Committee. The Board may appoint a ~~Citizens~~

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

The principal function of the District's CAC is to assist the Board in articulating the interests and needs of transit users and potential transit users in San Mateo County. The activities of the CAC include:

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

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

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

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

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

issue in a particular way.

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

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

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

1.20 Rosenberg's Rules of Order. All rules of order not herein provided for are to be determined in accordance with the latest revised edition of Rosenberg's Rules of Order. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 2026-XX, __/__/26.)

Article 2. Board/Public Communications

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

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

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

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

2.5 Communication as a Representative of the Board. Board Members will

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

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

2.7 Communication in Private Capacity. When presenting their individual opinions and positions, Board members will explicitly state they do not represent the District, nor will they allow the inference that they do. Board Members should keep in mind that even when they are speaking as private individuals, the audience could nevertheless hear and attribute their comments as positions of the District. If Board Members send correspondence stating their personal views related to District business and use their title as a Board Member, such correspondence should clearly state that the statements are the view of the sending Board Members and not the official position of the District. The sending Board Member should convey a copy of such correspondence to the General Manager/CEO and/or District Secretary, who will circulate it to the other Board Members for their information. When corresponding as an individual, the Board Member may not use District letterhead, the District logo or seal, or any functional electronic equivalent thereof.

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

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

Article 3. Electronic Communications

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

the record of the meeting and for the benefit of the Board's consideration.

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

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

Article 4. Code of Ethics and Good Governance

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

4.1 Governance

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

~~**4.1.1**~~**4.1.2 Members Serving on Boards of other Public Agencies.** State law permits Members who serve on Boards or Councils of other agencies to participate in the making of contracts between the District and these agencies. Prior to participation in discussions or votes on such contracts, Members should consult and coordinate with the District General Counsel to ensure proper disclosure of the dual roles consistent with applicable statutory requirements. In the event a matter of real property or litigation involves the District and another agency on whose Board a Member also serves and closed sessions are called pertaining to the matter, the Member must "pick sides" and may only attend the closed sessions of one of the involved agencies.

~~**4.1.2**~~**4.1.3 Conduct of Members**. The professional and personal conduct of Members while serving the District must be above reproach and avoid even the appearance of impropriety.

~~**4.1.3**~~**4.1.4 Policy Role of Members**. The Board determines the policies of the District with the advice, information and analysis provided by staff, advisory bodies, and the public. Members will not interfere with the administrative functions of the District or the professional duties of staff; nor will they impair the ability of staff to implement Board policy decisions.

~~**4.1.4**~~**4.1.5 Positive Workplace Environment**. Members will support the maintenance of a positive and constructive workplace environment for District staff and for community members and businesses dealing with the District. Members will recognize their special role in dealings with District staff so as not to create the

perception of inappropriate direction to staff.

~~4.1.5~~4.1.6 **Staff Performance**. The General Manager/CEO is responsible for addressing all staff performance issues, including hiring, disciplining, and terminating employees. Any Member concerns with staff performance should be discussed with the General Manager/CEO only.

4.2 Ethics

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

A Member who has a potential conflict of interest regarding a particular decision will disclose the matter to the General Counsel and reasonably cooperate with the General Counsel to analyze the potential conflict. If advised by the General Counsel to seek advice from the Fair Political Practices Commission (FPPC) or other appropriate state agency, a Member should not participate in a decision unless and until he or she has requested and received advice allowing the member to participate. A Member will diligently pursue obtaining such advice. The Member will provide the Chair and the General Counsel a copy of any written request or advice, and conform their participation to the advice given. In providing assistance to Members, the General Counsel represents the District and not individual Members.

In accordance with the law, Members will disclose investments, interests in real property, sources of income, and gifts; and if they have a conflict of interest regarding a particular decision, will not, once the conflict is ascertained, participate in the decision and will not discuss or comment on the matter in any way to any person including other Members unless otherwise permitted by law.

4.2.2 Gifts and Favors. Members will not take any special advantage of services or opportunities for personal gain, by virtue of their public office that is not available to the public in general. They will refrain from accepting any gifts, favors or promises of future benefits which might compromise their independence of judgment or action or give the appearance of being compromised.

4.2.3 Use of Public Resources. Members will not use public resources which are not available to the public in general (e.g., District staff time, equipment, supplies or facilities) for private gain or for personal purposes not otherwise authorized by law.

4.2.4 Confidential Information. Members must maintain the confidentiality of all written materials and verbal information provided to Members on a confidential or privileged basis. Members will neither disclose confidential information without proper legal authorization, nor use such information to advance their personal, financial or

other private interests.

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

Article 5. Conduct Protocols

The conduct protocols below govern Members of the Board and of all advisory bodies (collectively referred to as "Member" or "Members").

5.1 Members' Conduct with Each Other in Public Meetings. Members are individuals with a wide variety of backgrounds, personalities, values, opinions, and goals who have chosen to serve the District to preserve and protect the present and the future of the community. In all cases, this common goal should be acknowledged even though individuals may not agree on every issue.

5.1.1 Honor the Role of the Chair. It is the responsibility of the Chair to keep the comments of members on track during public meetings. Members should honor efforts by the Chair to focus discussion on current agenda items. If there is disagreement about the agenda or the Chair's actions, those objections should be voiced politely and with reason, following procedures outlined in parliamentary procedure.

5.1.2 Practice Civility and Decorum. Difficult questions, tough challenges to particular points of view, and criticism of ideas and information are legitimate elements of debate by a free democracy in action. Belligerent, personal, impertinent, slanderous, threatening, abusive, or disparaging comments are never appropriate.

5.2 Interaction with Public in District Meetings. Making the public feel welcome is an important part of the democratic process. It is inappropriate to show signs of partiality, prejudice or disrespect toward an individual participating in a public forum. Every effort should be made to be fair and impartial in listening to public testimony.

5.2.1 No Response to Public Comment. To ensure compliance with the Brown Act, only the Chair should interact with speakers making public comments. Except for instances when a brief clarification from a Board or staff member may be helpful, no discussion or debate should ensue regarding the comments offered. However, a Member can ask the Chair for a point of order if the speaker is off-topic or exhibiting behavior or language the Member finds inappropriate.

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

Article 6. Amendments

6.1 Amendments to Rules. The Rules of this Board may be amended by majority vote of the Board at a regular or special meeting, but only after the proposed changes have been introduced for adoption at a previous regular or special meeting. Any provision in these Rules of Procedure may be suspended during any regular or special

meeting by a majority vote of the Board. (Adopted by Resolution No. 1976-24, 4/28/76. Amended by Resolution No. 2026-XX, __/__/26.)

ADOPTED: April 28, 1976

AMENDED: September 20, 1978
January 28, 1987
April 13, 1994
June 22, 1994
August 10, 1994
May 14, 1997
December 10, 1997
January 14, 1998
April 8, 2009
December 4, 2013
April 6, 2016
December 7, 2016
_____, 2026

Appendix A
Policy on Public Participation During Remote or Hybrid Meetings

This policy outlines the procedure for managing disruptions to two-way remote participation tools during meetings of the Board of Directors (Board) as well as Committee meetings subject to the Ralph M. Brown Act, as may be amended (the Brown Act). This policy complies with legislative amendments to the Brown Act under Senate Bill 707. Effective July 1, 2026, the following procedure shall apply:

1) ***Recess Upon Disruption:*** If a disruption prevents public participation through two-way telephonic or audiovisual platforms, the Board shall recess the open session and make good faith efforts to restore the disrupted means of public access.

2) ***Closed Session During Recess:*** During the recess, the Board may meet in closed session to address matters lawfully permitted under the Brown Act.

3) ***Reconvening Open Session*****:** The Board may not reconvene open session until at least one hour has elapsed or the disrupted means of public access have been restored, whichever occurs first.

4) ***Continuing Without Restored Access:*** If the disrupted means of public access cannot be restored after one hour of good faith efforts, the Board may reconvene in open session only after adopting, by roll call vote, the following findings: (i) good faith efforts were made to restore access in accordance with this policy; and (ii) the public interest in continuing the meeting outweighs the public interest in remote access.