AGENDA

San Mateo County Transit District

Board of Directors Meeting

September 2, 2026, 2:00 pm

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

Alternate Location:
1759 South Jameson Lane
Montecito, CA 93108

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 one minute 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, September 2, 2026 — 2:00 pm

1. Call to Order / Pledge of Allegiance

2. Roll Call

3. Public Comment for Items Not on the Agenda

   Comments by each individual speaker shall be limited to one (1) minute. Items raised that require a response will be deferred for staff reply.

4. Consent Calendar

4.a.	Approval of Minutes of the Board of Directors Meeting of August 5, 2026	Motion
4.b.	Awarding Contracts to Civic Edge Consulting, LLC and Omnia Associates, LLC for On-Call Ambassador Services for an Aggregate Not-To-Exceed Amount of $545,000 for a Five-Year Term	Resolution
4.c.	Awarding a Contract to FMS Ventures Inc., dba Banner Uniform Company, for Furnishing and Servicing Bus Operator and Transportation Supervisory Unit Uniforms for a Total Not-To-Exceed Amount of $1.2 Million for a Five-Year Term	Resolution

5. Report of the Chair

5.a.	Proclamation Honoring Transit Month	Motion
5.b.	Proclamation Honoring Hispanic Heritage Month	Motion

6. Report of the General Manager/CEO

6.a.	Report of the General Manager/CEO | August 26, 2026	Informational
6.b.	Caltrain Funding Update	Informational
6.c.	Approving Execution of a Contract for Special Counsel Legal Services with Adamski Moroski Madden Cumberland & Green LLP for a Not-To-Exceed Amount of $200,000	Resolution

7. Recess to Committee Meetings

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

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

8.a.	Call to Order	
8.b.	Approval of Minutes of the Community Relations Committee Meeting of August 5, 2026	Motion
8.c.	Accessible Services Update	Informational
8.d.	Community Advisory Committee Update	Informational
8.e.	Paratransit Advisory Council Update	Informational
8.f.	Monthly State of Service Report | July 2026	Informational
8.g.	Adjournment	

9. Finance Committee / Committee of the Whole
   Cancelled as there are no business items this month

10. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
    Josh Powell (Chair), David J. Canepa, Brooks Esser

10.a.	Call to Order	
10.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of August 5, 2026	Motion
10.c.	San Mateo County Transit District Sustainability Update	Informational
10.d.	Adjournment	

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 of August 5, 2026	Motion
11.c.	Legislative Update	Informational
11.d.	Adjournment	

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

12. Reconvene Board of Directors Meeting

13. Written Communications to the Board of Directors

14. Board Members Requests

15. Date / Time of Next Regular Meeting: Wednesday, October 7, 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.

16. Report of the General Counsel

    16.a. Closed Session Pursuant to Government Code section 54957(a): Threat to Public Services/Facilities – Consultation with David Santoro, Chief Administrative Officer; Tabby Davenport, Director of Safety and Security; and Scott Kirkpatrick, Deputy Director of Safety and Security

17. Adjournment

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 Community Advisory Committee Meetings
San Mateo County Transit District (SamTrans) Board and Committees: First Wednesday of the month, 2:00 pm; SamTrans Community 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.

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

Accessible Public Meetings/Translation
Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 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
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 5, 2026

Members Present:	David J. Canepa, Marina Fraser, Jeff Gee, Rico E. Medina, Josh Powell, Peter Ratto, Jackie Speier (arrived at 2:09 pm), Brooks Esser (Vice Chair), Marie Chuang (Chair)
Members Absent:	None
Staff Present:	O. Brown, J. Cassman, A. Chan, J. Epstein, L. Lumina-Hsu, M. Tseng

1. **Call to Order / Pledge of Allegiance**
   Chair Marie Chuang called the meeting to order at 2:00 pm.

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

3. **Report Out from Closed Session at July 8, 2026 Board of Directors Meeting**
   - 3.a. **Closed Session Pursuant to Government Code Section 54957(b)(1): Public Employee Performance Evaluation**
     Title: General Manager/Chief Executive Officer
   - 3.b. **Closed Session Pursuant to Government Code Section 54957(b)(1): Public Employee Performance Evaluation**
     Title: General Counsel

   Joan Cassman, General Counsel, stated no reportable action was taken.

4. **Consent Calendar**
   - 4.a. **Approval of Minutes of the Board of Directors Meeting of July 8, 2026**
   - 4.b. **Accept Quarterly Report for On-Call Contracts for Fiscal Year 2026 Quarter 4**
   - 4.c. **Accept Contracts and Procurement Quarterly Report on Technology Purchases for Fiscal Year 2026 Quarter Four**
   - 4.d. **Accept Quarterly Investment Report**
   - 4.e. **Awarding a Contract to Power Engineering Construction Company to Provide Inspection and Maintenance Services for the Dumbarton Rail Bridge Navigation Lights for a Not-to-Exceed Amount of $220,900 for a Two-Year Term** – *Approved by Resolution No. 2026-41*

4.f. Amending the Rules of Procedure for the San Mateo County Transit District Board of Directors – *Approved by Resolution No. 2026-42*

Director Gee recused from Item 4.e.

Motion Items 4.a., 4.b., 4.c., 4.d., 4.f./Second: Medina/Canepa
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Esser, Chuang
Noes: None
Abstain: None
Absent: Speier

Motion Item 4.e./Second: Medina/Canepa
Ayes: Canepa, Fraser, Medina, Powell, Ratto, Esser, Chuang
Noes: None
Abstain: None
Absent: Speier
Recused: Gee

Public Comment
Adina Levin, Seamless Bay Area, commented on public comment time duration.

David Rabinovich commented on renaming the Citizens Advisory Committee (CAC).

5. Public Comment for Items Not on the Agenda
Aleta Dupree, Team Folds, commented on

Roland commented on public comment.

Director Speier joined the meeting at 2:09 pm.

6. Report of the Chair
Chair Chuang reported that SamTrans participated in the San Mateo County Disaster Preparedness Day and recognized staff for showcasing the Disaster Response 2 (DR2) emergency response bus.

7. Report of the General Manager/CEO
7.a. Report of the General Manager/CEO | July 29, 2026

7.b. San Mateo County Sheriff's Office Transit Police Bureau – 2025 Annual Report

7.c. Onboard Bus Safety Update
Public Comment
Aleta Dupree, Team Folds, commented on Bay Area Rapid Transit (BART) District partnership, bus bridges, bathroom breaks, and rider safety.

8. Recess to Committee Meetings
The Board meeting recessed to Committee Meetings at 3:20 pm.

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

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

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

12. Strategic Planning, Development, and Sustainability Committee / Committee of the Whole
The Strategic Planning, Development, and Sustainability Committee meeting was held.

13. Reconvene Board of Directors Meeting
Chair Chuang reconvened the Board meeting at 4:28 pm.

14. Matters for Board Consideration: Finance Committee
14.a. Approving and Ratifying the Insurance Program for Fiscal Year 2027 – *Approved by Resolution No. 2026-43*

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

15. Communications to the Board of Directors
<u>Public Comment</u>
Zoe Neal commented on CSM bus stops on Alameda de las Pulgas.

16. Board Member Requests
There were none.

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

18. Report of the General Counsel
Ms. Cassman stated there was nothing to report.

19. Adjourn – The meeting adjourned at 4:32 pm.

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

Emily Beach, Chief Communications Officer

Subject: **Awarding Contracts to Civic Edge Consulting, LLC and Omnia Associates, LLC for On-Call Ambassador Services for an Aggregate Not-To-Exceed Amount of $545,000 for a Five-Year Term**

Action

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

1. Award contracts to a bench of firms consisting of Civic Edge Consulting, LLC of San Francisco, California (Civic Edge) and Omnia Associates, LLC of Oakland, California (Omnia) to provide On-Call Ambassador Services (Services) for an aggregate not-to-exceed amount of $545,000 for a five-year term.

2. Authorize the General Manager/CEO or designee to execute contracts with Civic Edge and Omnia in full conformity with the terms and conditions set forth in the solicitation documents and negotiated agreements, and in forms approved by legal counsel.

Significance

Award of the proposed contracts for the Services will provide the District with qualified, experienced firms to perform customer outreach and ambassador support on an as-needed basis. The Services will enhance the District’s ability to support service changes, construction activities, special events, promotional campaigns, planning initiatives, and emergency response by providing timely, multilingual customer assistance and collecting feedback to improve future customer communications and service delivery. Awarding multiple on-call contracts will provide flexibility, improve responsiveness to varying workload demands, and help ensure the District has access to qualified firms throughout the contract term.

Budget Impact

Funding for these contracts is included in the adopted Fiscal Year 2027 Operating Budget and will be included in future operating budgets. The contracts will be funded by local revenues from approved and future operating budgets.

Background

On March 11, 2026, the District, the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the “Agencies”) issued joint Request for Proposals (RFP) 26-S-J-T-S-132 for the Services. The RFP was advertised on the Agencies’ eProcurement website. Seventeen vendors downloaded the RFP the Agencies received proposals from three different firms: Civic Edge, Omnia and JBR Partners, Inc. of San Francisco, California.

A Selection Committee (Committee), composed of the Agencies’ staff, reviewed, evaluated, scored, and ranked the proposals in accordance with the following criteria:

EVALUATION CRITERIA	MAXIMUM POINTS
Approach to Scope of Services and Implementation Services	35
Qualifications and Experience of Key Personnel	25
Company Qualifications, Experience and References	15
Cost Proposal	25
Small Business Enterprise (SBE) Preference	5
TOTAL	**105**

After the initial scoring, the Committee found that Civic Edge and Omnia were in the competitive range and conducted oral interviews with both firms. Following the interviews, the Committee determined both firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents. Omnia was qualified for and awarded the SBE preference points.

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

The firms will be engaged on an as-needed basis through the issuance of Work Directives (WDs) to perform specific tasks for the District. Specific deliverables will be set forth in each WD. Award of the proposed contracts will not obligate the District to procure any specific level of effort from either of the selected firms.

Prepared By:	Manny Caluya	Procurement Administrator III	650-647-3492
	Lisa Peabody	Director, Customer Experience	650-647-3027

Resolution No. 2026-

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

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Awarding Contracts to Civic Edge Consulting, LLC and Omnia Associates, LLC for On-Call Ambassador Services for an Aggregate Not-To-Exceed Amount of $545,000 for a Five-Year Term

Whereas, on March 11, 2026, the San Mateo County Transit District (District), the Peninsula Corridor Joint Powers Board, and the San Mateo County Transportation Authority (collectively referred to as the "Agencies") issued joint Request for Proposals (RFP) 26-S-J-T-S-132 for On-Call Ambassador Services (Services) to establish a bench of firms to provide the Services on an as-needed basis; and

Whereas, seventeen vendors downloaded the RFP and the Agencies received three proposals; and

Whereas, a Selection Committee (Committee), composed of the Agencies' staff, reviewed, evaluated, scored, and ranked the proposals and found Civic Edge Consulting, LLC of San Francisco, California (Civic Edge) and Omnia Associates, LLC of Oakland, California (Omnia) to be in the competitive range; and

Whereas, the Committee conducted oral interviews with both proposers and determined both firms possess the requisite experience and qualifications required for successful performance of the Services as defined in the solicitation documents; and

Whereas, Omnia qualified for and was awarded Small Business Enterprise preference points; and

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

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

Whereas, staff recommend that the Board of Directors (Board) award contracts to Civic Edge and Omnia to provide the Services for an aggregate not-to-exceed amount of $545,000 for a five-year term.

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

- Civic Edge Consulting, LLC of San Francisco, California and
- Omnia Associates, LLC of Oakland, California

to provide on-call ambassador services for an aggregate not-to-exceed amount of $545,000 for a five-year term; and

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee execute contracts on behalf of the District with Civic Edge and Omnia in full conformity with the terms and conditions of the RFP and negotiated agreements, and in forms approved by legal counsel.

Regularly passed and adopted this 2nd day of September, 2026, by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

____
District Secretary

San Mateo County Transit District
Staff Report

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Santoro, Chief Administrative Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Awarding a Contract to FMS Ventures Inc., dba Banner Uniform Company, for Furnishing and Servicing Bus Operator and Transportation Supervisory Unit Uniforms for a Total Not-To-Exceed Amount of $1.2 Million for a Five-Year Term**

Action

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

1. Award a contract to FMS Ventures Inc., dba Banner Uniform Company of San Francisco California (Banner), to furnish and service uniforms for bus operators and transportation supervisory unit employees (Services) for a total not-to-exceed amount of $1.2 million for a five-year term.

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

3. Authorize the General Manager/CEO or designee to exercise contract contingency authority up to 50 percent of the Board-approved contract amount for the purchase of additional uniforms under this contract, as needed.

Significance

This proposed contract award will provide the District with one qualified, full-service provider to furnish and service uniforms for bus operators and transportation supervisory unit employees. Uniforms support daily operations by presenting a consistent, professional appearance for employees who interact with the public and represent the District while delivering transit service.

Standardized uniforms help passengers identify authorized bus operators and other field personnel, supporting customer assistance, safety, accountability, and public confidence in the District's services. Uniforms also reinforce the District's image and service standards by maintaining a consistent and recognizable employee presence across customer-facing and field operations. This supports the District's commitment to safe, reliable, and customer-focused transit service.

Budget Impact

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

Background

On May 28, 2026, the District issued Invitation for Bids (IFB) 26-S-M-094 for furnishing bus operator and transportation supervisory unit uniforms. The IFB was posted on the District's e-procurement portal and advertised in the San Mateo County Times, which was published on May 27, 2026, and June 3, 2026. The IFB documents were download by 25 potential bidders. Staff held a pre-bid conference on June 8, 2026, which four vendors attended. At the public bid opening on July 6, 2026, the District received the following two bids:

Company	Bid Amount
Banner	$1,112,191.00
Ace Uniforms	$1,173,719.00

Staff determined that Banner is the lowest responsive and responsible bidder, meets all requirements in the solicitation documents, and is capable of providing the Services. Staff also conducted a price analysis and determined that Banner's pricing is fair and reasonable based on the independent cost estimate, the bid received from Ace Uniforms, and historical Bay Area pricing.

Banner is the District’s current provider of the Services. Its current contract, executed in 2021, expires on December 31, 2026. The District intends to transition to the proposed new contract once the remaining capacity under the current contract has been exhausted.

The solicitation was based on the District’s current uniform needs. However, due to the potential onboarding of up to 60 additional operators and an unknown negotiated bus operators/supervisors collective bargaining agreement during the term of this proposed contract, staff requests that the Board authorize the General Manager/CEO or designee to exercise contract contingency authority of up to 50 percent of the Board-approved contract amount for the purchase of additional uniforms, if needed.

Prepared By:	Stacey Routt	Procurement Administrator II	650-508-7727
	Enrique Silvas	Deputy Director, Bus Transportation	650-508-9461

Resolution No. 2026-

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

* * *

Awarding a Contract to FMS Ventures Inc., dba Banner Uniform Company, for Furnishing and Servicing Bus Operator and Transportation Supervisory Unit Uniforms for a Total Not-To-Exceed Amount of $1.2 Million for a Five-Year Term

Whereas, the San Mateo County Transit District (District) has provides standardized uniforms for bus operators and transportation supervisory unit employees to support daily operations and present a consistent, professional appearance for employees who interact with the public and represent the District while delivering transit service; and

Whereas, on May 28, 2026, the District issued Invitation for Bids (IFB) 26-S-M-094 for furnishing and servicing uniforms for bus operators and transportation supervisory unit employees (Services); and

Whereas, in response to the IFB, the District received two bids on July 6, 2026; and

Whereas, staff and legal counsel reviewed the bids and determined that FMS Ventures Inc., dba Banner Uniform Company of San Francisco, CA (Banner), is the lowest responsive and responsible bidder meeting all requirements of the solicitation documents; and

Whereas, staff conducted a price analysis and determined Banner's bid prices to be fair and reasonable in comparison to the independent cost estimate, the bid submission from Ace Uniforms, and historical uniform pricing in the Bay Area; and

Whereas, staff recommends that the Board of Directors (Board) award a contract to Banner for the Services for a total not-to-exceed amount of $1.2 million for a five-year term, with contract contingency authority of up to 50 percent of the Board-approved contract amount for the purchase of additional uniforms under this contract, as needed.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District herby awards a contract to FMS Venturers Inc., dba: Banner Uniforms Company of San Francico, California, to furnish and service uniforms for bus operators and transportation supervisory unit employees for a total not-to-exceed amount of $1.2 million for a five-year term; and

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

Be It Further Resolved that the Board authorizes the General Manager/CEO or designee to exercise contract contingency authority up to 50 percent of the Board-approved contract amount for the purchase of additional uniforms under this contract, as needed.

Regularly passed and adopted this 2nd day of September, 2026, by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

27012840.3

Proclamation

Honoring Transit Month

Whereas, public transportation is a vital component of our community, providing safe, reliable, and affordable mobility options that contribute to the economic vitality, environmental sustainability, and quality of life in San Mateo County; and

Whereas, Transit Month is an opportunity to celebrate the benefits of public transportation, raise awareness of the essential services provided by our transit system, and recognize the hard work and dedication of transit workers; and

Whereas, the use of public transit reduces traffic congestion, lowers greenhouse gas emissions, promotes energy independence, and improves air quality, contributing to the health and well-being of the community; and

Whereas, the San Mateo County Transit District (SamTrans or District) is committed to expanding and improving transit services to meet the growing needs of our population, including investments in infrastructure, technology, and accessibility to ensure equitable access to transportation for all; and

Whereas, on Friday, September 11, 2026, SamTrans General Manager/CEO April Chan will participate in the regional General Manager Ride-Along event alongside executive leadership from Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), and San Francisco Municipal Transportation Agency (SFMTA); and

Whereas, on Tuesday, September 15, 2026, participate in the regional Rider Appreciation Day; and

Whereas, on Saturday, September 26, 2026, the agency will host the SamTrans 50th Anniversary Celebration with the community and employees at District Headquarters in Millbrae with live entertainment, food vendors, community booths, a kids zone, and memorabilia exhibit.

Now, Therefore, Be It Resolved, that the San Mateo County Transit District Board of Directors does hereby recognize September as Transit Month.

Regularly passed and adopted this 2nd day of September, 2026.

samTrans

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Chair, San Mateo County Transit District

Proclamation

Honoring Hispanic Heritage Month

Whereas, from September 15, 2026, through October 15, 2026, the United States (U.S.) celebrates Hispanic Heritage Month; and

Whereas, Hispanic Heritage Month is a time to recognize and celebrate the many contributions, diverse cultures and extensive histories of Hispanic communities; and

Whereas, Hispanic Americans have called San Mateo County home for centuries and were instrumental in shaping the history and culture of the region; and

Whereas, according to the U.S. Census Bureau, 25.2 percent of San Mateo County's residents identify as Hispanic or Latino; and

Whereas, a survey from 2024 showed that 44 percent of SamTrans riders are of Hispanic or Latino origin; and

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

Whereas, San Mateo County will continue to grow as a vibrant, multicultural community, and the history and culture of all peoples that live in it should be honored and celebrated; and

Whereas, as the primary transit connection serving San Mateo County, it is fitting that SamTrans recognize the diverse population that it serves every day.

Now, Therefore, Be It Resolved that the San Mateo County Transit District Board of Directors does hereby recognize Hispanic Heritage Month and celebrate Hispanic heritage and culture in the United States and the immense contributions of the Latin community.

Regularly passed and adopted this 2nd day of September, 2026.

samTrans

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Chair, San Mateo County Transit District

Memorandum

Date: August 26, 2026

To: SamTrans Board of Directors

From: April Chan, General Manager/CEO

Subject: Report of the General Manager/CEO

SamTrans fixed-route bus the data for the other Bay Area bus agencies is not yet available due to the Clipper Next Generation issues. The Fiscal Year 2026 (FY26) table will be updated in a future report when data for the other Bay Area agencies is available. SamTrans ridership has fully recovered from the COVID pandemic with FY26 ridership at 102.9 percent of FY19 ridership.

Ridership	FY19	FY26	Recovery Rate
SamTrans	10,667,979	10,982,006	**102.9%**
AC Transit	53,303,040	*N/A*	*N/A*
SFMTA	217,233,154	*N/A*	*N/A*
VTA	27,472,086	*N/A*	*N/A*
Dallas	35,138,830	27,370,247	77.9%
Seattle - King	121,530,852	90,309,777	74.3%
Chicago	238,553,504	201,862,359	84.6%
Atlanta	51,447,770	34,271,184	66.6%
New York MTA	741,446,606	684,815,046	92.4%
National Bus	4,610,154,758	3,825,809,501	83.0%
Caltrain	17,760,622	14,262,444	80.3%
BART Extension	13,568,410	7,043,280	51.9%
BART System	128,217,031	65,803,873	51.3%
National Rail	4,738,609,053	3,917,031,216	82.7%
Total NTD Trips	9,828,286,775	8,140,895,619	82.8%

Bus Operator Staffing

	Approved Full Time Employees	Trainees	Number of Bus Operators*
Bus Operators	350	9	350

**Includes employees on long-term leave, does not include Trainees.*

Mutual Aid Service

At 6:24 pm on Thursday, August 20, 2026, SamTrans received a mutual aid request from Bay Area Rapid Transit District (BART). BART experienced a system shutdown and requested a bus bridge between BART Millbrae and San Francisco International Airport (SFO) Stations. SamTrans provided four buses, and per our mutual aid protocol, suspended fare collection on Routes 292 and 101 for the duration of the BART bridge to accommodate displaced BART passengers. BART was able to recover system service in about one hour.

Miles Between Preventable Accidents

For the month of July 2026, the District met and exceeded its goal of 100,000 miles between preventable accidents, achieving an aggregate of more than 135,000 miles between preventable accidents.

The table below provides the miles between accidents by mode and location for the month of July 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 Bus Operator failed to do everything reasonably to prevent it. Most of the District’s preventable accidents are negligible in severity.

	July 2026		
	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	351,609	2	175,805
South Base	213,296	1	213,296
Trainee In-service	4,265	0	nm
CUB + Coastside Fixed	242,291	3	80,764
Fixed Route Total	811,461	6	135,244
ADA	200,534	2	100,267
Microtransit	16,468	1	16,468

Severity Classifications

The table below provides the severity classifications for Preventable Accidents for the month of July 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

July 2026	Preventable Accidents - Severity			
	Negligible	Marginal	Critical	Catastrophic
North Base	1	1	0	0
South Base	0	1	0	0
Trainee In-service	0	0	0	0
CUB + Coastside Fixed	1	2	0	0
Fixed Route Total	2	4	0	0
ADA	1	1	0	0
Microtransit	0	1	0	0

Safety Updates

Samsara Dashcam: Dashcam installations were completed on 220 buses. Data is being collected and reviewed by staff in order to calibrate the system's reporting. The project will require several months of data collection and finetuning before this project moves into the next phase of implementation, monitoring, and coaching.

Public Transportation Agency Safety Plan (PTASP): The Federal Transit Administration (FTA) Triennial Review has been completed, including FTA's review of the District's Public Transportation Agency Safety Plan. No findings of non-compliance were found by the FTA of the existing PTASP. The Safety Department has also developed a working draft of an updated PTASP. The draft will be vetted with internal stakeholders for review and feedback before the final is completed.

Emergency Management: South Base conducted a fire drill on July 29, 2026, to familiarize employees with recent facility changes and with the relocation of the designated assembly area. The drill included participation from South Base District employees, construction personnel, and contracted services. The exercise gave staff an opportunity to utilize the new assembly area and evaluate emergency evacuation procedures.

SamTrans will participate in the Transbay Joint Powers Authority (TJPA) Full-Scale Exercise (FSE) on August 26, 2026, at the Salesforce Transit Center. The exercise will utilize a SamTrans hydrogen fuel cell bus (FCEB) to support emergency response training and coordination.

Next Generation Clipper Status: Metropolitan Transportation Commission (MTC) and its contractor Cubic Corporation (Cubic) continue to advance the Clipper Next Generation transition. Limited customer account migration has been completed, while the broader bulk migration remains on hold pending further system stabilization, and a date to begin the bulk migration has not yet been determined. As of August 18, approximately 3.03 million of the roughly 15 million customer accounts have been migrated. The Next Generation Clipper system processed approximately 58 percent of Clipper trips systemwide. Current efforts remain focused on improving system stability and addressing outstanding operational, financial, and customer account issues. Although several software releases have resolved specific defects, agencies continue to experience intermittent service disruptions and other system performance challenges that require ongoing remediation.

Cubic identified that the previously reported ridership issue was caused by a data synchronization problem between the operational system and the reporting system and has since corrected the issue. As a result, SamTrans will be resuming ridership reporting, and the historical data has also been restored. With ridership reporting resumed, staff attention remains focused on financial settlement and reconciliation issues. Transit operators continue to work with MTC and Cubic to address discrepancies between Clipper settlement reports and deposited fare revenues, validate financial results, support audit requirements, and improve reconciliation processes. SamTrans staff across Finance, Operations, and Planning continue to work closely with MTC and Cubic to help ensure the system is fully operational and financially reliable before broader customer account migration resumes.

Employee of the Month (EOM) Recognitions, July 2026

Bus Operator EOM for North Base is **Huaxin (Ken) Li**. This is Ken's first EOM Award during his twelve years of service with the District.

Bus Operator EOM for South Base is **Charles Baluyut**. This is Charles's first EOM Award during his three years of service with the District.

Bus Maintenance EOM for North Base is Utility Worker **Luke Kung.** This is Luke's second EOM Award in nearly three years of service with the District.

Bus Maintenance EOM for South Base is Utility Worker **Jorge Reyes**. This is Jorge's first EOM Award during his nearly eighteen months of service with the District.

<u>Communications and Marketing Update</u>
Press Releases/Blogs/Podcasts:

- SamTrans to operate holiday schedule on July 4
- SamTrans expands Ride Plus service areas and updates service for new school year
- Celebrate Park and Recreation Month by taking the bus to outdoor adventures

Article Mentions:

- Hydrogen bus refueling
  - Gasworld
- November tax measure
  - The Almanac, San Mateo Daily Journal
- San Jose Earthquakes vs LA Galaxy at Stanford Stadium
  - Claro Sports (en Espanol)
- Free Fare Day
  - KCBS News Radio, ABC7, NBC Bay Area, KTVU

Social Media Activities

Digital Marketing Report

- SamTrans celebrated its 50th Anniversary with Free Fare Day on July 1, supported by a community outreach event hosted by Communications.
  - Heavy promotional messaging was pushed to promote the event as well as live posts during the event.
- The 50th Anniversary campaign continued throughout the month with a series of throwback posts and the launch of the SamTrans 50th Spotlight — a campaign dedicated to highlighting the critical departments that keep SamTrans running.
  - The first department to be featured in SamTrans' 50th Spotlight was the Transit Training Department with a series of photos and videos showcasing the team and their work.

- SamTrans began weekly recruitment messaging for the Riders Influencing Decisions and Experiences (RIDE) Research Panel, inviting riders to join a group that will participate in quarterly studies (5 to 15 minutes) to help shape improvements to the SamTrans experience.

Organic Digital Marketing Highlights

- Gear Up Mechanic Utility Worker Recruitment Campaign
- Ride Plus Microtransit Campaign
- Coastside Service Promotion

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

JULY 2026	JULY 2025
Impressions: 249,554	Impressions: 1,448,508
Engagements: 13,412	Engagements: 3,986
Post Link Clicks: 2,636	Post Link Clicks: 1,372

*An API issue in Sprout caused numbers to trend downward, as a direct result some numbers are not being accounted for.
**Please note this does not include any web metrics*

Marketing Activity Highlights -
SamTrans FIFA World Cup 2026 — Paid Search Recap
Campaign period: June 11 – July 19, 2026 (ended) | Channel: Google Ads Search

Spend	Impressions	Clicks	Click Through Rate (CTR)	Average Cost Per Click (CPC)	Conversions
$2,242.71	**63,648**	**3,718**	**5.84%**	**$0.60**	**110**

By Language

Campaign	Spend	Impressions	Clicks	CTR	Conversions
English	$1,682.72	55,250	3,506	6.35%	89
Spanish	$559.99	8,398	212	2.52%	21

What people clicked through to

- Schedules and Maps: 61 conversions
- Fares: 35 conversions
- Rider Information: 14 conversions

Audience and Timing

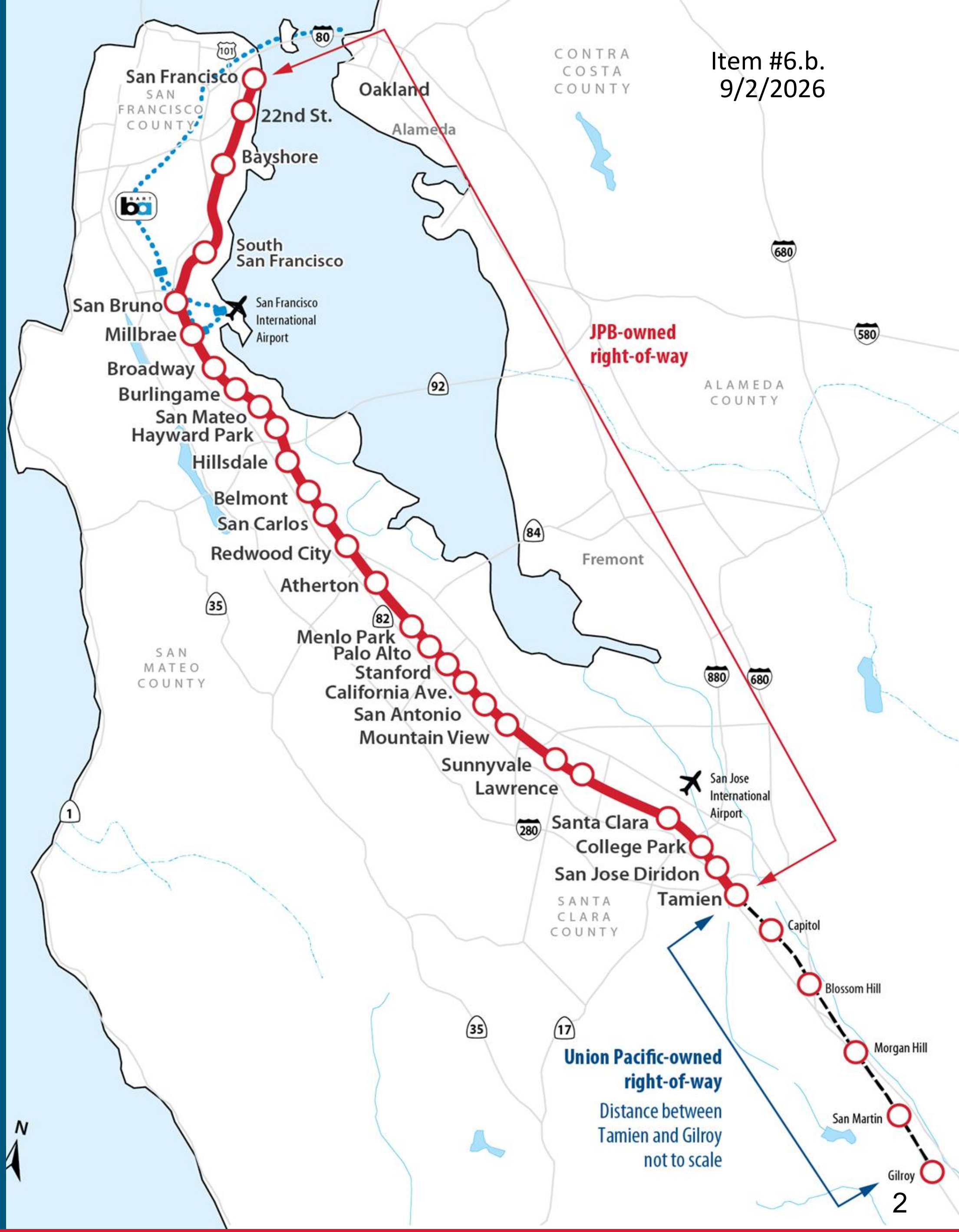
- 92 percent of clicks came from mobile devices, 6 percent from personal computers
- Slightly more clicks from male users (1,727) than female (1,372)
- Thursdays, Saturdays, and Wednesdays drove the most clicks
- Top keyword: “fifa matches bay area” — 2,236 clicks, 7.83 percent CTR, $0.41 CPC
- Top ad competitors bidding on similar terms: StubHub, SeatGeek, GotTickets, VividSeats

Caltrain Overview and Budget

SamTrans Board of Directors
September 2, 2026

Caltrain Connects

- 77 miles connecting San Francisco, San Mateo, and Santa Clara counties
- 31 stations across 20 communities
- Over 160 years of continuous rail service
- 82% favorability rating voters
- 91% favorability with riders



Caltrain is Part of Everyday Life

- Helps millions of people get to work, school, and events
- Reduces traffic on major highways like US-101
- Connects communities across the Peninsula
- Supports access to jobs and opportunities

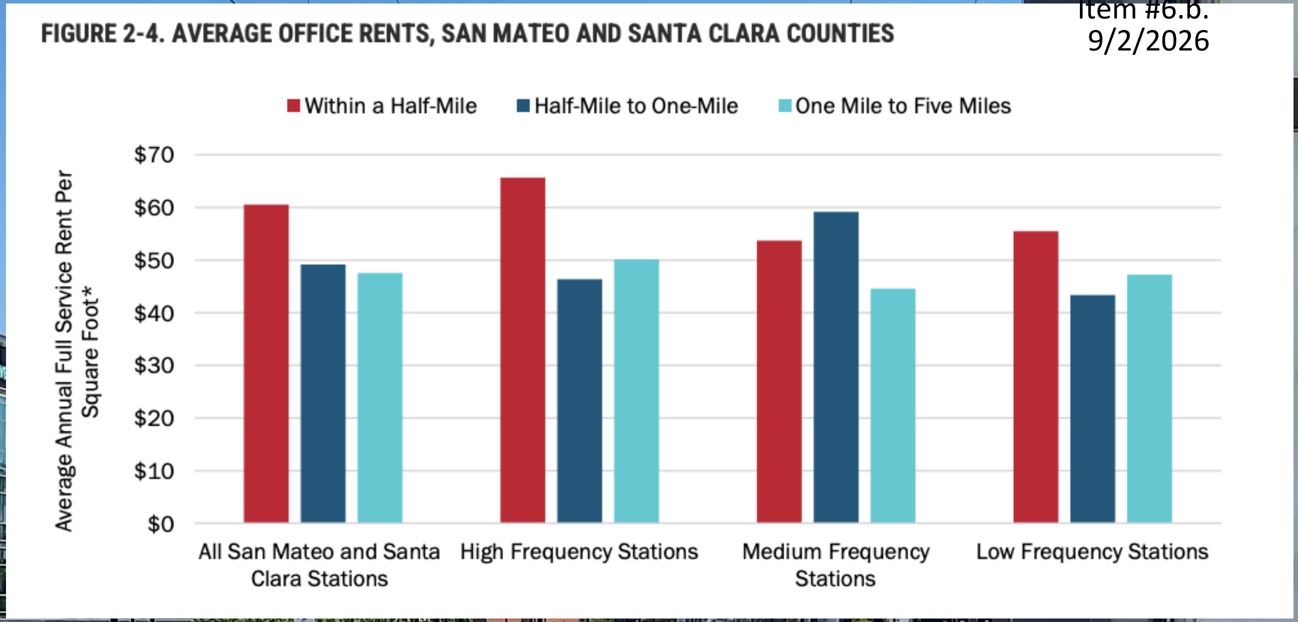
Every Day, Caltrain Provides Regional Benefits

Less Traffic:
Removes the equivalent of ~3 freeway lanes of traffic at peak times * US-101 traffic is 93% of pre-pandemic levels at rush hour.**

Stronger Economy:
Today, 2.9 million people, or 37% of the 9-County Bay Area's population, live in the 20 cities served by Caltrain. Corridor economic driver of the state and country.

Cleaner Air
- Reduces greenhouse gas emissions with 100% renewable electric service
- Improves local air quality and reduces noise

Caltrain



Caltrain is Supporting Local Economies

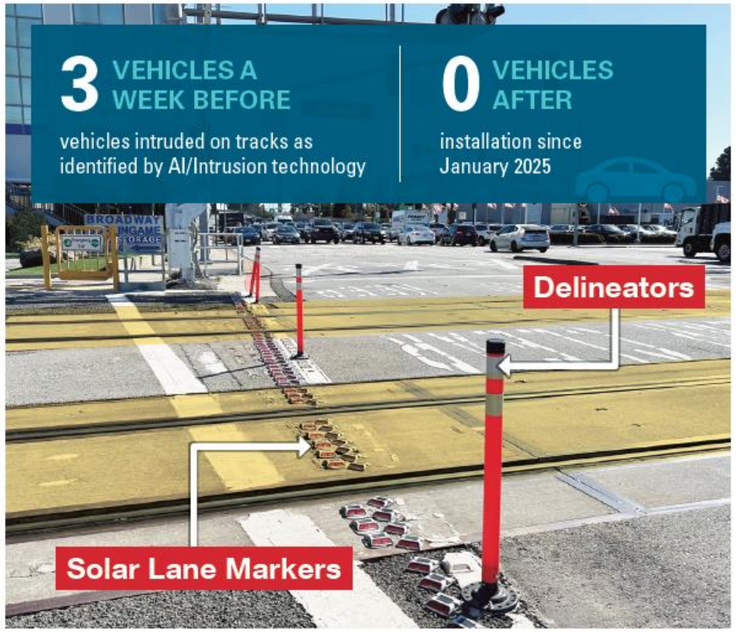
- Higher property values near stations
- Increased business activity and office demand
- Supports downtowns and local development
- Contributes to local tax bases across the corridor

Average rent per square foot refers to annual full service gross rents per square foot weighted by the building's rentable building area.
Source: Costar, 2018; Strategic Economics, 2019.

Partnerships on Major Initiatives

- Corridor Crossing Strategy
  - Website page here
- Transit Oriented Development
- Redwood City Transit District
- Battery Electric Multiple Unit Train
- Diridon Station Business Case
- Portal (SF Downtown Extension)

Innovative, Cost Effective: Safety Enhancements



Worked with technology providers to improve audio and visual directions by tracks

Improved Service

- **Faster:** Express and local trains
- **More Frequent:**
- Every 15-20 mins weekday rush hour
- Every 30 mins, every station, 7 days a week (compared to once an hour)
- 20% more service (26% equity priority stations)
- **Better Experience**: Free wi-fi, outlets at every seat, bathrooms, digital displays, quieter inside and outside the trains
- **On-Time Performance**: over 95%

Growing Ridership

- **Since electrification: fastest growing transit system US** (APTA); over 50% growth year over year; weekend highest ever; Giants/Sharks/Warriors 30%-50%+ increase from previous season
- **$1 Youth Fare introduced**: offering families and riders under 18 a cost-effective way to ride
- **Diversified ridership**: **37**% low income; **10**% youth, seniors, or people with disabilities

Caltrain Ridership Trends by City

City	August 2024 (Pre-electrification)	July 2026 (Post-electrification)	% Increase
San Francisco	170,414	364,639	114.0%
South San Francisco	11,561	30,870	167.0%
San Bruno	8,034	16,858	109.8%
Millbrae	33,852	62,010	83.2%
Burlingame	13,809	28,741	108.1%
San Mateo	62,519	125,342	100.5%
Belmont	12,811	25,203	96.7%
San Carlos	13,168	25,207	91.4%
Redwood City	41,422	77,232	86.5%
Menlo Park	17,633	34,039	93.0%
Palo Alto	97,382	192,955	98.1%
Mountain View	46,936	89,181	90.0%
Sunnyvale	32,051	80,085	149.9%
Lawrence	12,824	32,816	155.9%
Santa Clara	17,001	39,053	129.7%
San Jose	46,090	89,495	94.2%
Blossom Hill	1,237	1,704	37.7%
Morgan Hill	1,985	2,785	40.3%
San Martin	451	755	67.2%
Gilroy	1,978	2,654	34.2%
Total	643,158	1,321,625	105.5%

Welcome City Partnerships

- Go Pass Program: City benefits economic, parking and traffic relief, GHG reductions
- Creative partnership: themed trains, Destination Downtown

GOPASS
CALTRAIN FOR BUSINESSES

FIRST-CLASS COMMUTING.
ECONOMY-CLASS PRICING.

Introducing GoPass, a discounted and unlimited annual Caltrain pass that businesses can offer to employees. Make commuting easier while lowering your carbon footprint on Caltrain's electric fleet.

PROGRAM	CRITERIA*	ANNUAL PRICE PER PERSON
GoPass All-in	All site employees must be enrolled	$275
GoPass Tiered	SMALL: 14-100 headcount	$399 - $449
	MEDIUM: 101-500 headcount	$449 - $499
	LARGE: 501+ headcount	$449 - $549

*Minimum enrollment required

PASS VALUE
$1,152†

WHY GOPASS?

- Valuable benefit to retain and attract employees.
- Tiered pricing offers flexibility for any workplace.
- Participating in GoPass and donating unused passes can qualify for tax benefits.
- Frequent service every 15-20 minutes during peak hours and every half hour during off-peak and weekends.
- Special offers with GoPass Perks.

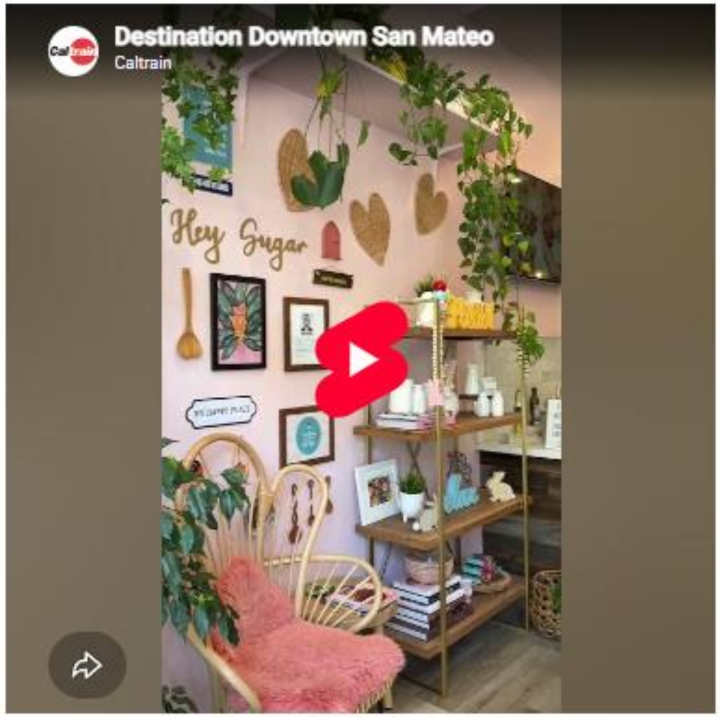
Learn more: caltrain.com/gopass | b2b@caltrain.com

Caltrain

Discover the Heart of San Mateo

In 1864, a rail line was completed between San Francisco and San Jose, along which grew the cities of the Peninsula that we know today. Today, this rail line is the Caltrain corridor, and it allows its riders to easily connect to a wide range of vibrant downtowns filled with restaurants, nightlife, and entertainment for the whole family. That's why we're launching Destination Downtown, a series highlighting the many downtowns Caltrain serves in order to encourage the riding public to explore everything the Bay Area has to offer.

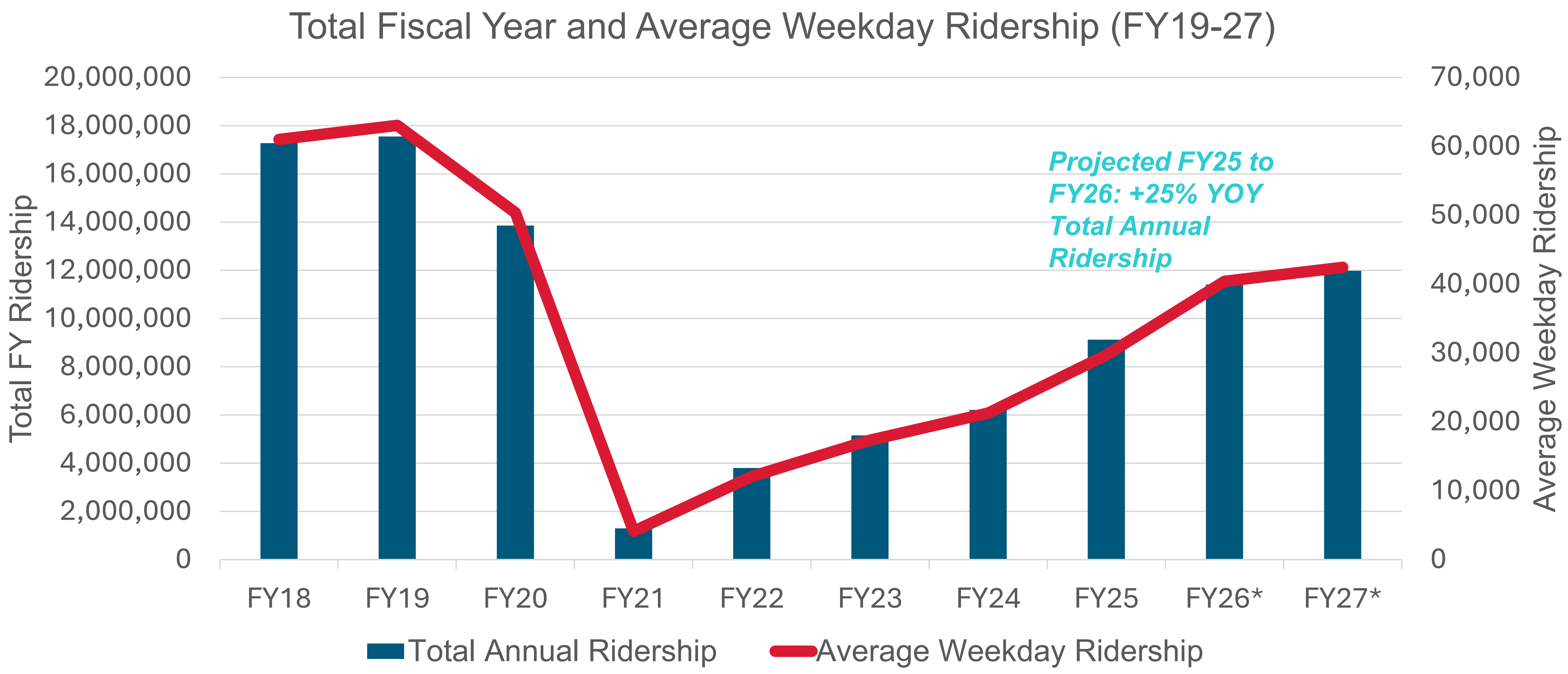
We're starting with the bustling and busy downtown San Mateo, served by the San Mateo Station. Located on B Street, Caltrain riders have immediate access to a wide range of restaurants, bars, and shops. Much of B Street was converted to a pedestrian-only avenue, making it easier than ever to enjoy the sunshine while partaking in everything from momos to bruschetta.



Caltrain Fiscal Outlook and Ridership

Caltrain Ridership Trends

- **Ridership demand continues to grow in response to Caltrain's electrified service improvements.**

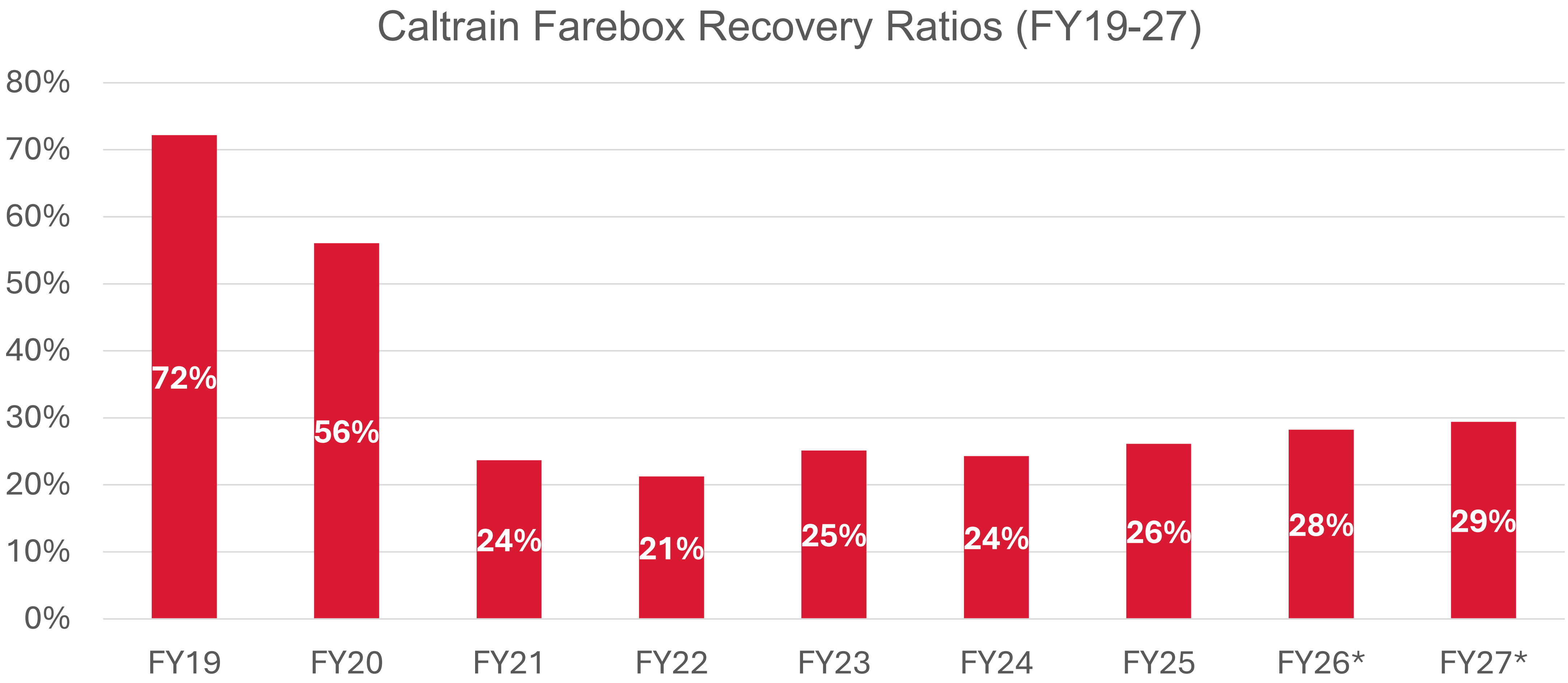


Sources: Caltrain Annual Ridership Reports; Caltrain Fare Media-Based Ridership Estimates.

*FY26 and FY27 projected.

Fares No Longer Cover the Same Share of Costs

- 2019, **fare revenue comprised over 70% ($100M)** of operating revenue
- Today, while still nation leading, **fare revenue accounts for ~30% ($43M)** of operating revenue.



Notes: FY19-25 Actuals; FY26-27 projected.

Why Does Caltrain Have a $75M Annual Operating Deficit?

Commute Patterns Shifted

Sustained, significant changes in work patterns across San Francisco and Silicon Valley since the pandemic.

Ridership & Revenue Less Than Before

Fewer riders meant lower fare, parking, rental, and advertising income.

Costs Rose With Inflation

Operating costs grew faster than revenue across the transit industry.

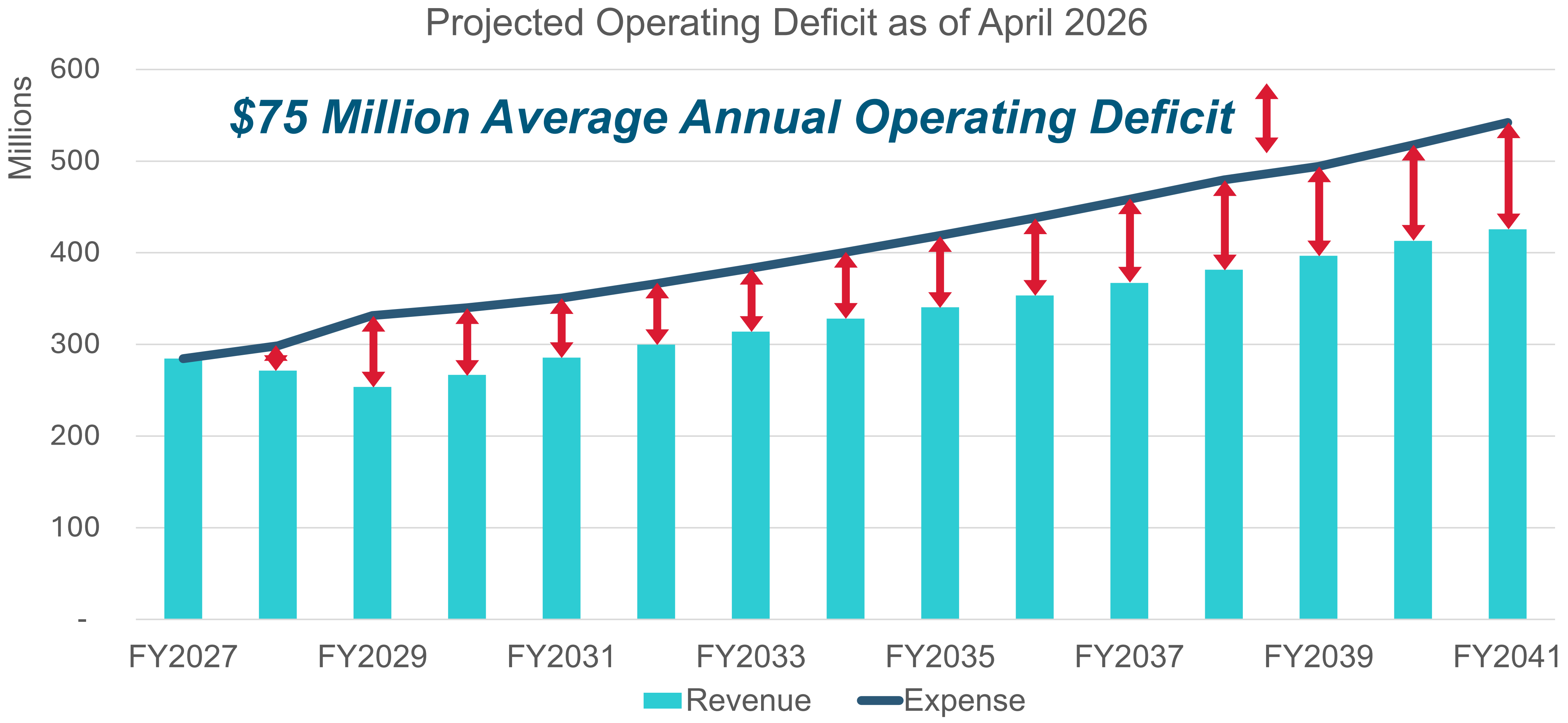
Electrification Raised Fixed Costs

51 miles of new 25KV electrical infrastructure to maintain.

Combined result: These factors and the exhaustion of one-time COVID related funding sources have compounded to create a structural operating deficit that cannot be resolved through cuts or self-generated revenue alone.

15-Year Operating Budget Baseline Forecast Without External Funding

Item #6.b.
9/2/2026



Caltrain

Cost Containment Strategies

- Strategic hiring freeze
- Comprehensive cost reduction efficiency program
- FY27: Line by line review, held operator contract to previous level
- Implemented crew scheduling efficiencies
- Recouping costs for electricity returned to the grid through regenerative braking
- Develop and evaluate Battery Storage Plan
- MTC study on cost containment showed $70M in savings over 5 years

- Federal Transportation Authority Triannual Review (August 2026) - No findings

Non-Fare Revenue Strategies

Exploring new revenue sources

Special Events

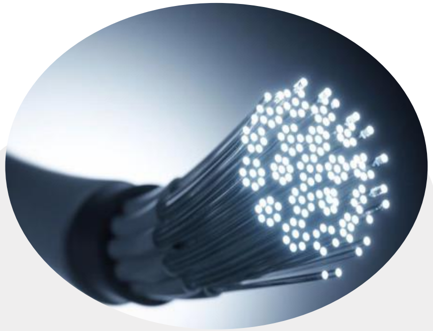
Private car
Charter train
Sport events

Advertising and Naming Rights

Expand advertising & media package
train wrapping
naming rights of rolling stock and station assets

Solar, Energy Storage Systems, EV Charging Leasing

Solar farm, energy storage facility for traction power and station energy needs



Fiber Optic Cable and Telecommunications Leasing

Cell tower leasing, fiber leasing

TOD and Commercial Leasing

Property conveyance lease
commercial leasing
Transit-Oriented Development

1-2 Year Short Term → *2-5 Year Medium Term* → *5+ Year Long Term*

Schedule

March 2026: State Loan

November 2026: General Election

Summer 2027: Measure Funds Flow for FY28

FY2026 | FY2027 | FY2028

June 2026: Caltrain Board Adopts FY27 Budget and Framework for No External Funding Scenario

Continue FY26 Service Levels

Maintain current service level using one-time State Loan funds through FY27.

Continue FY26 Service Levels

Plan and Prepare for Service Cuts

Service Cuts

Fiscal Year 28+

Current Service vs. Potential Cuts in a No External Funding

Today: Frequent Service 7 days a week

Frequent Weekday Service

Trains every 15 minutes peak; every 30 off-peak

Weekend Service

Trains every 30 minutes Saturday and Sunday

Long Hours of Service

Trains from ~5 AM to ~1 AM

Special Event Service

Extra trains support concerts, games and more

Potential Service Cuts (FY28+)

Hourly Weekday Service

Once per hour all day

No Weekend Service

All Saturday and Sunday trains eliminated

Early Shutdowns

End operations by 9 PM

No Special Event Service

Eliminate all special event trains

Station Closures

Close more than one-third of all stations. Potential for full-service suspension if no external funding continues.

Why Cuts Make the Problem Worse (Downward Spiral)

1

Cut Service

Reduced frequency and span of service delivers most savings.

2

Fewer Riders

Fewer riders due to inconvenient service, reducing ridership by a projected 60% to 70%

3

Less Revenue

Less fare, parking, advertising, leasing revenue offsets cost savings

4

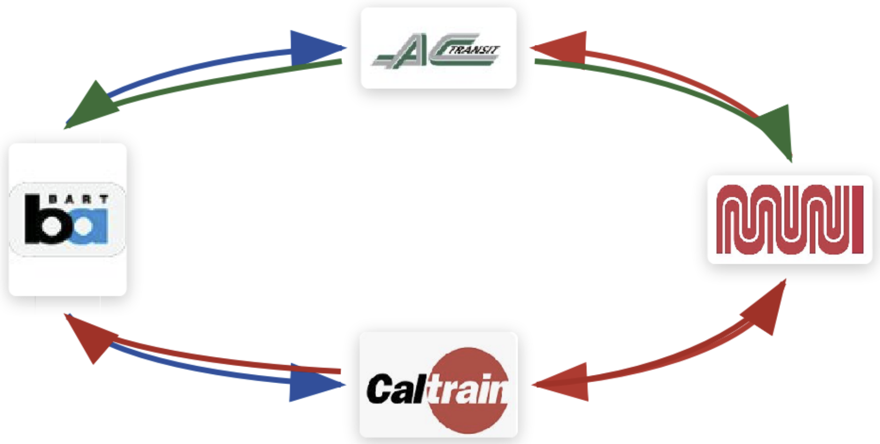
Creates Cycle Difficult to Reverse

Deficit persists, forcing further reductions

Ridership could decrease significantly, with losses compounded by other agencies' contemplated cuts.

Regional Transit – Connected Implications

- Specific cuts are not certain yet.
- Contemplated cuts to other agencies <u>in conjunction</u> would increase Caltrain's ridership loss.
- If no external funding, passenger service could stop and focus exclusively on maintenance and safety of the corridor and assets.
- Once shut down, minimum 2-4 years to resume Caltrain passenger service.



Critical Inflection Point

No External Funding Scenario

- Reduce to hourly service
- Eliminate weekend service
- End service at 9:00 PM
- Close ~1/3 of stations
- Cut segments of service
- Cuts to administrative costs
- Eliminate special event service
- Suspend all Caltrain service

Ridership & Revenue Are Growing

Caltrain will continue to grow ridership, generate revenue, and find cost savings — but growth and cuts cannot close the gap.

Even Significant Cuts Won't Solve the Deficit

Cutting service drives away riders, reducing operating revenue in a downward spiral, offsetting much of the savings from cuts. Significant deficit remains.

Caltrain

Important Crossroads

FOR MORE INFORMATION

WWW.CALTRAIN.COM

San Mateo County Transit District
Staff Report

To: Board of Directors

From: April Chan, General Manager/CEO

Subject: **Approving Execution of a Contract for Special Counsel Legal Services with Adamski Moroski Madden Cumberland & Green LLP for a Not-To-Exceed Amount of $200,000**

Action

The General Manager/CEO proposes that the Board of Directors (Board) of the San Mateo County Transit District (District) authorize execution of a new contract with Adamski Moroski Madden Cumberland & Green LLP to provide Special Legal Counsel Services (Services) for a total amount not to exceed $200,000.

The Services concern ongoing activities and negotiations arising in implementation of the Caltrain Governance Memorandum of Understanding (MOU) entered into in August 2022 between the Peninsula Corridor Joint Powers Board (JPB), the San Mateo County Transit District (District) and the other two JPB member agencies, Santa Clara Valley Transportation Authority (VTA) and the City and County of San Francisco.

Significance

The proposed contract will provide continued access to the attorneys currently providing the Services, which include, but are not limited to, supporting the District in the negotiation of post-MOU agreements, including a revised Joint Powers Agreement among the JPB's three member agencies and a Shared Services Agreement between the District and JPB. In addition, the District requires continued access to special legal counsel for a matter arising from implementation of the MOU that involves the California Public Employees Retirement System (CalPERS), and which must be resolved before either the Joint Powers Agreement or the Shared Services Agreement can be finalized.

Staff expects to need the Services at least through Fiscal Year 2028 to complete negotiation of the aforementioned agreements.

The existing Special Legal Counsel Services team's expertise, experience, unique knowledge and understanding justifies the single-source award of this contract.

Budget Impact

Funding for this contract is included in the adopted Fiscal Year 2027 Operating Budget. Any funding needed for future fiscal years will be considered as part of future budget development and approval processes.

Background

The District entered into its current Services agreement with the law firm Wagstaffe, von Loewenfeldt, Busch & Radwick LLP in 2019. Special Counsel Jim Wagstaffe moved to the new law firm, Adamski Moroski Madden Cumberland & Green LLP, in January 2024. The parties assigned the contract to the new law firm at that time. The contract, as amended, had a total contract value of $1,075,000. The current remaining contract capacity is less than $40,000.

Initially, the Services were needed to provide independent guidance (from a firm that did not also provide legal counsel to the JPB) to assist the District during development of the Caltrain Business Plan, specifically to help District leaders better understand the District's rights and responsibilities as both a member agency and the Managing Agency of the JPB.

Mr. Wagstaffe served as Special Counsel and principal negotiator for the District in subsequent negotiation of the Caltrain Governance MOU and through the first phases of its implementation.

The Caltrain Governance MOU, in sum, provided for the following:

- The JPB Board of Directors appoints its own Caltrain Executive Director, auditor and general counsel, separate from the District.
- The JPB hires and fills several new positions that report directly to the Caltrain Executive Director.
- The District continues to provide a wide range of shared services to the JPB.
- In exchange for the District's agreement to assign some of its rights as Caltrain's Managing Agency to the JPB, and for the District relinquishing certain real property interests related to the JPB, the District was to be repaid $19.8 million for its initial investment in the Caltrain right-of-way, along with an additional $15.2 million as compensation for the delay in payment of the initial investment. Payment of these amounts to the District were complete by the end of 2022.

Prepared By: April Chan General Manager/CEO 650-508-6228

Resolution No. 2026-

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

* * *

Approving Execution of a Contract for Special Counsel Legal Services with Adamski Moroski Madden Cumberland & Green LLP for a Not-to-Exceed Amount of $200,000

Whereas, the San Mateo County Transit District (District) first retained Special Counsel in June 2019 during the Peninsula Corridor Joint Powers Board's (JPB) Organizational Assessment conducted as part of the Caltrain Business Plan process; and

Whereas, Special Counsel was originally retained to provide independent guidance to assist the District during the development of the Caltrain Business Plan, specifically to help District leaders better understand the District's rights and responsibilities as both a member agency and the Managing Agency of the JPB; and

Whereas, Special Counsel assisted the District with negotiation of a Caltrain Governance Memorandum of Understanding (MOU) that was finalized in August 2022 between the JPB, the District, and the other two JPB member agencies, namely Santa Clara Valley Transportation Authority and the City and County of San Francisco; and

Whereas, a Special Counsel Services Agreement was executed in 2019 with Wagstaffe, von Loewenfeldt, Busch & Radwick LLP and was later assigned in 2024 to Adamski Moroski Madden Cumberland & Green LLP for a total contract value of $1,075,000, with the current remaining contract capacity at less than $40,000; and

Whereas, the District continues to require Special Counsel services to negotiate with the JPB and its partner agencies on an updated Caltrain Joint Powers Agreement (JPA), as well as a

Shared Services Agreement, and it is expected the District will need the Services at least through Fiscal Year 2028 to complete negotiation of the aforementioned agreements; and

Whereas, the existing Special Legal Counsel Services team's expertise, experience, unique knowledge and understanding justifies the single-source award of this contract.

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District authorizes the execution of a new contract with Adamski Moroski Madden Cumberland & Green LLP to provide the Special Legal Counsel Services described above for a total amount not to exceed $200,000.

Regularly passed and adopted this 2nd day of September, 2026 by the following vote:

Ayes:

Noes:

Absent:

____
Chair, San Mateo County Transit District

Attest:

____
District Secretary

AGENDA

San Mateo County Transit District

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

September 2, 2026 – 2:15 pm

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

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

8.a.	Call to Order	
8.b.	Approval of Minutes of the Community Relations Committee Meeting of August 5, 2026	Motion
8.c.	Accessible Services Update	Informational
8.d.	Community Advisory Committee Update	Informational
8.e.	Paratransit Advisory Council Update	Informational
8.f.	Monthly State of Service Report | July 2026	Informational
8.g.	Adjournment	

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
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 5, 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

9.a. Call to Order
Committee Chair Ratto called the meeting to order at 3:20 pm.

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

9.c. Accessible Services Update

9.d. Citizens Advisory Committee Update
Public Comment
Roland commented on meeting cancellations.

9.e. Paratransit Advisory Council Update

9.f. Monthly State of Service Report – June 2026
Public Comment
Aleta Dupree, Team Folds, commented on electric bus service issues reduction.

9.g. Adjourn – The meeting adjourned at 3:31 pm.

San Mateo County Transit District
Staff Report

To:	Community Relations Committee
Through:	April Chan, General Manager/CEO
From:	David Olmeda, Chief Operating Officer, Bus
	Tina Dubost, Manager, Accessible Transit Services
Subject:	**Accessible Services Update**

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

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

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

The minutes from the PAC and PAL meeting for July 2026 are not yet available.

Budget Impact
There is no impact on the budget.

Background
No additional information.

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

San Mateo County Transit District
Staff Report

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Joshuah Mello, Chief Planning Officer

David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of Service Report | July 2026**

Action

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

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Microtransit) decreased by 0.7 percent in July 2026 compared to July 2025. The total monthly ridership increased by 0.4 percent in July 2026 compared to July 2025.

Youth Unlimited Pass: For July 2026, Youth Unlimited Pass usage decreased 23.7 percent compared to July 2025.

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

- **Preventable Accidents** – There were six preventable accidents in July 2026 (three from District and three from contracted services). The goal is to have more than 100,000 miles between preventable accidents; SamTrans did meet its goal with 135,243 miles between preventable accidents.

- **Miles Between Service Calls (MBSC) –** There were 39 service calls in July 2026 (26 from District and 13 from contracted services). The goal is to have more than 25,000 miles between service calls. SamTrans did not meet its goal with 21,891 miles between service calls.

  For the District's service calls, the diesel bus sub-fleet had 27,676 miles between service calls, while the zero-emission bus sub-fleet had 10,963 miles between service calls.

- **On-Time-Performance (OTP) –** July 2026 systemwide OTP was 85.0 percent. The goal is to have 85.0 percent systemwide on-time performance. Fixed-route service met this goal.

- **Did Not Operate (DNOs) –** In July 2026, there were zero total DNOs, or missed trips. The goal is to miss fewer than 0.1 percent of scheduled trips. SamTrans met this goal with 0.00 percent of trips missed.

RIDERSHIP (ALL MODES)

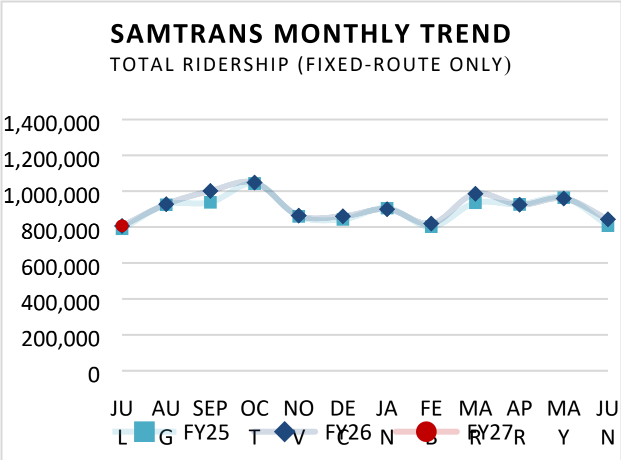
SAMTRANS | Average Weekday Ridership								
Mode	**Jul-24**	**Jul-25**	**Jul-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Bus	28,393	28,865	28,601	-0.9%	28,393	28,865	28,601	-0.9%
Paratransit	739	777	745	-4.1%	739	777	745	-4.1%
Shuttles	1,595	1,747	1,807	3.4%	1,595	1,747	1,807	3.4%
Microtransit	126	174	197	13.2%	126	174	197	13.2%
Total	**30,853**	**31,563**	**31,350**	**-0.7%**	**30,853**	**31,563**	**31,350**	**-0.7%**
SAMTRANS | Total Ridership								
Mode	**Jul-24**	**Jul-25**	**Jul-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Bus	790,274	806,817	808,341	0.2%	790,274	806,817	808,341	0.2%
Paratransit	19,449	20,401	20,278	-0.6%	19,449	20,401	20,278	-0.6%
Shuttles	35,133	38,441	39,647	3.1%	35,133	38,441	39,647	3.1%
Microtransit	3,442	4,738	5,272	11.3%	3,442	4,738	5,272	11.3%
Total	**848,298**	**870,397**	**873,538**	**0.4%**	**848,298**	**870,397**	**873,538**	**0.4%**

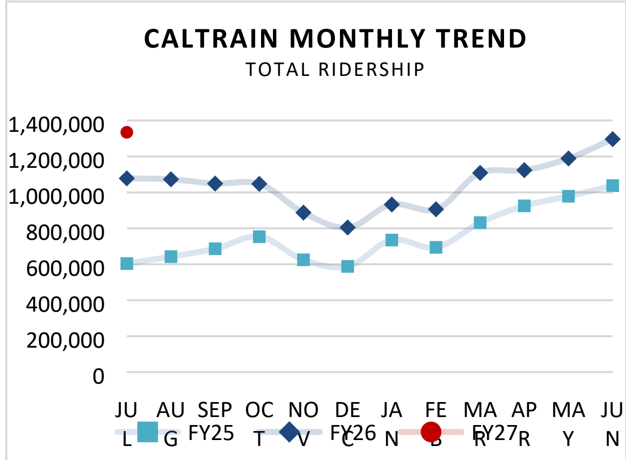
CALTRAIN | Average Weekday Ridership								
Mode	**Jul-24**	**Jul-25**	**Jul-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Caltrain	23,286	40,015	47,978	19.9%	23,286	40,015	47,978	19.9%
CALTRAIN | Total Ridership								
Mode	**Jul-24**	**Jul-25**	**Jul-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Caltrain	603,989	1,078,197	1,334,573	23.8%	603,989	1,078,197	1,334,573	23.8%

OTHER MODES in San Mateo County | Average Weekday Ridership								
Mode	**Jul-24**	**Jul-25**	**Jul-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Dumbarton	106	99	102	3.0%	106	99	102	3.0%
BART (San Mateo County)	18,711	20,520	24,382	18.8%	18,711	20,520	24,382	18.8%
OTHER MODES in San Mateo County | Total Ridership								
Mode	**Jul-24**	**Jul-25**	**Jul-26**	**%Δ[1]**	**YTD FY25**	**YTD FY26**	**YTD FY27**	**%Δ[2]**
Dumbarton	2,323	2,188	2,252	2.9%	2,323	2,188	2,252	2.9%
BART (San Mateo County)	514,588	570,073	682,000	19.6%	514,588	570,073	682,000	19.6%

IMPORTANT NOTES:

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





FARES

SAMTRANS (BUS) | Fare Usage			
Fare Type	**Jul-24**	**Jul-25**	**Jul-26**
Adult	525,608	541,842	549,490
Eligible Discount	192,756	193,876	205,129
Youth	74,233	71,099	53,722
— Youth Unlimited Pass	*39,184*	*41,204*	*31,442*
Total	**792,597**	**806,817**	**808,341**

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) | Operations Key Performance Indicators			
KPI	**Jul-24**	**Jul-25**	**Jul-26**
On-Time Performance	83.8%	85.1%	85.0%
Preventable Accidents	18	2	6
--- District	*11*	*1*	*3*
--- Contracted Services	*7*	*1*	*3*
Service Calls	30	34	39
--- District	*19*	*22*	*26*
--- Contracted Services	*11*	*12*	*13*
Trips Scheduled	39,393	47,400	47,400
Did Not Operate DNOs	0	3	0

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

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were <u>135,243 miles</u> between Preventable Accidents this month.

SamTrans' Miles between Service Calls goal is 25,000 miles. There were <u>20,807 miles</u> between Service Calls this month.

SAMTRANS (BUS) | Fleet Key Performance Indicators			
KPI	**Jul-24**	**Jul-25**	**Jul-26**
Revenue Hours (Scheduled)	54,934	64,466	63,843
Revenue Miles (Scheduled)	521,803	585,344	585,581
Total Fleet Miles (Actual)	735,328	821,799	811,461

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

Scheduled includes in-service and layover.

MICROTRANSIT | Ride Plus Key Performance Indicators			
KPI	**Jul-24**	**Jul-25**	**Jul-26**
Total Ridership	2707	3,844	3,714
--- East Palo Alto Trips	*1,911*	*2,757*	*2,629*
--- Half Moon Bay Trips	*796*	*1,087*	*1,085*
Active Users	338	382	378
New Registrations	146	84	56
Total Downloads	324	191	187
--- iOS Downloads	*287*	*155*	*133*
--- Android Downloads	*37*	*36*	*54*
Load Factor	1.2	1.2	1.0

Ride Plus started in June 2023.

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

PARATRANSIT | Operations Key Performance Indicators			
KPI	**Jul-24**	**Jul-25**	**Jul-26**
On-Time Performance (RW)	90.6%	90.9%	87.8%
On-Time Performance (RC)	90.3%	77.5%	94.0%
Preventable Accidents (RW)	2	4	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	4	3
Service Calls (RC)	0	0	0

RW = Redi-Wheels
RC = RediCoast

PARATRANSIT | Fleet Key Performance Indicators			
KPI	**Jul-24**	**Jul-25**	**Jul-26**
Revenue Miles (RW)	166,998	164,207	156,163
Revenue Miles (RC)	21,854	15,959	13,264
Fleet Miles (RW)	150,932	186,208	177,115
Fleet Miles (RC)	28,994	27,621	23,509

<u>IMPORTANT NOTES</u>:
Total row may not add up due to rounding.
SamTrans (Bus) ridership includes Fixed-Route service.
Microtransit ridership includes Ride Plus and SamCoast.
Shuttle ridership includes SamTrans shuttles, JPB Caltrain shuttles, and other Transportation Authority funded shuttles.
BART ridership in San Mateo County does not include Daly City BART Station.

CUSTOMER EXPERIENCE

SAMTRANS (BUS) | Customer Experience			
KPI	**Jul-24**	**Jul-25**	**Jul-26**
Complaints	82	79	101
Accessibility	12	6	10
Compliments	9	13	8
Service Requests	61	23	40
Reports Total	**164**	**121**	**159**

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

The total number of reports for SamTrans has increased from July 2025 (121) to July 2026 (159).

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

NOTICE OF CANCELLATION

San Mateo County Transit District

Finance Committee Meeting / Committee of the Whole

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

Finance Committee Meeting / Committee of the Whole
for Wednesday, September 2, 2026
is cancelled as there are no business items this month.

The next scheduled meeting is **Wednesday, October 7, 2026**.

Note:

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

AGENDA

San Mateo County Transit District

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

September 2, 2026 – 2:20 pm

or immediately following the Community Relations Committee meeting

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

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

10.a.	Call to Order	
10.b.	Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of August 5, 2026	Motion
10.c.	San Mateo County Transit District Sustainability Update	Informational
10.d.	Adjournment	

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
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 5, 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, Jackie Speier

Other Board Members Absent: None

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

12.a. Call to Order
Committee Chair Powell called the meeting to order at 3:58 pm.

12.b. Approval of Minutes of the Strategic Planning, Development, and Sustainability Committee Meeting of July 8, 2026
Motion/Second: Esser/Medina
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser, Chuang
Noes: None
Abstain: None
Absent: None

12.c. Reimagine Dumbarton Busway Feasibility Study – Project Update
Public Comment
Aleta Dupree, Team Folds, commented on project's express elements.

Roland commented on North Fair Oaks area, funding, and rail stations.

Adina Levin, Seamless Bay Area, commented on local trips corridor usage.

12.d. Adjourn – The meeting adjourned at 4:28 pm.

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: **San Mateo County Transit District Sustainability Update**

Action
This is an informational item. No action is requested.

Significance
This presentation will cover three aspects of the San Mateo County Transit District's (District or SamTrans) Sustainability Program:

- SamTrans' recent sustainability performance as captured in the SamTrans 2026 Sustainability Report;
- Other key Sustainability Program initiatives involving the entire District, including commuter benefits and waste guidance for the new District Headquarters; and
- A look-ahead to upcoming District Sustainability Program initiatives including a focused SamTrans Strategic Sustainability Plan

SamTrans Sustainability Report Fiscal Year (FY) 2023-2025
As captured in the recently published Sustainability Dashboard, SamTrans once more set new milestones in key environmental performance categories. [1] To date, the organization has achieved "Silver" level status through the America Public Transportation Association's (APTA) Sustainability Committee and is positioned to seek further recognition.

Historically, SamTrans reported on its Sustainability key performance indicators (KPIs) every two years. However, with the timing and launch of a new dashboard interface, staff have captured and analyzed data for the past three fiscal years (2023, 2024, and 2025) for which complete data is available. Additionally, this new reporting format, found at SamTrans'

1 The Dashboard encompasses facilities, fixed-route bus, paratransit, and shuttle services under the operational control of SamTrans. The Dashboard includes information on SamTrans' non-revenue vehicles, employee commuting, and centralized facility functions across all District units (shared facilities and services). Staff prepared a separate sustainability inventory and dashboard pertaining to Caltrain operations that does not include employee commuting to avoid double-counting.

Sustainability page [https://www.samtrans.com/about-samtrans/sustainability], presents the data in a more accessible and real-time format.

For the three years assessed (FY23-25), significant progress was made in overall operational efficiency and air pollution reductions, most noticeably in terms of Criteria Air Pollutants (CAPs). Of note, FY25 saw the lowest levels of greenhouse gas (GHG) generated and energy intensity per vehicle mile traveled, all while operating the most miles since Sustainability Program tracking started in FY10.

KPI	FY22	FY23	FY24	FY25	FY23–FY25 % Change
GHG Emissions (MTCO2e - Metric Tons of Carbon Dioxide Equivalent)	23,387	25,067	27,338	27,833	11%
Criteria Air Pollution (tons)	179	62	25	26	-58%
Facility Energy Use (kBTU)	13,892,221	17,842,799	16,867,858	18,505,315	4%
Water Use (gallons)	9,888,125	9,237,694	11,307,927	10,286,462	11%
Generated Waste (tons)	1,049	1,173	1,173	1,173	0%

Looking more closely at the KPIs listed above, notable findings include:

- An 11 percent increase in generated greenhouse gas (GHG) emissions. However, SamTrans also increased its vehicle miles traveled (VMT) by 21 percent during this timespan in concert with the full implementation of Reimagine SamTrans service expansion. In summation, the agency was able to deliver more service more efficiently. Of further note, these total emissions are still below the recorded highs in the late 2010s when SamTrans was also running fewer miles.

- Criteria Air Pollutants (CAPs), a byproduct of diesel fuel combustion and harmful to humans in significant concentrations, dropped 58 percent from FY23 to FY25. This steep drop is due to SamTrans fleet improvements and continued compliance combined with shifts in the overall California vehicle fleet composition.

- The District and SamTrans continue to be efficient in how facilities are powered and heated. Given that battery electric buses (BEBs) are currently charged on the same meter as facilities, there was a slight spike in usage (four percent). However, when the vehicle charging energy is removed there was an approximate ten percent decrease, primarily stemming from natural gas usage reductions.

- Water infrastructure issues at North and South Base have continued, leading to an 11 percent spike in water usage from FY23 to FY25. In Fall 2024, Infrastructure staff acknowledged that the strategy of monitoring and patching leaks was no longer practical. That subsequent winter, a plan to replace North Base's main and waterlines was finalized, submitted, and adopted in the FY26/27 Capital Improvement Plan (Project #100898 – August 2027 Close Out). A similar replacement plan is progressing for South Base (Project #100710 – December 2027 Close Out). Additionally, these new waterlines will be outfitted with corrosion resistant coatings and fittings at joints as leak prevention measures.

Recent District-Wide Sustainability Initiatives

Recent Sustainability Program initiatives have focused on supporting employee transition to the new administrative headquarters in Millbrae. This has included developing new programs and conducting District-wide employee engagement surrounding commute options and waste guidance.

Given the multimodal opportunities unlocked with the new Millbrae location, staff worked with the Metropolitan Planning Commission (MTC) to become the first Bay Area transit agency to participate in the BayPass Program. This pilot program provides Millbrae staff with the freedom to ride any Clipper-accepting operator and eliminates the previous administrative burden of submitting and reviewing reimbursable transit receipts. Initial BayPass participation results are promising. Since inception of the pilot program in May 2026, there has been a 25 percent increase in total number of transit passes applied for and a 61 percent usage rate. Relatedly, there have been minimal problems related to limited parking in the new on-site garage despite fewer spaces and higher in-office requirements.

Staff are also conducting outreach throughout the organization to provide improved guidance on the new recycling system at the Millbrae headquarters and will be reminding employees how to sort waste correctly, both in office and at home. There is also a renewed effort to construct a more comprehensive waste inventory to best assess SamTrans environmental impacts and progress. And at the bases, there are programs in place to help divert atypical waste and hard-to-recycle materials from the landfill. These programs combined will better improve SamTrans' total operational footprint.

SamTrans Sustainability Look-Ahead

Later this fiscal year, staff will launch a Strategic Sustainability Plan for SamTrans, building on the District's 10-Year Strategic Plan which identified "sustainability" as a core value. This focused Strategic Sustainability Plan will provide programmatic direction prioritizing sustainability initiatives for the next 5 to 10 years. Example initiatives include applying for higher sustainability recognition (i.e., APTA Gold), developing a policy for sustainable disposition of retired office equipment (such as former San Carlos Headquarters), and a revamp of the District's transportation demand management (TDM) program. Engaging and collaborating with all District departments is imperative to ensure collective buy-in and that sustainability ambitions are reflective of SamTrans' values as a whole.

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

Background
Sustainability continues to shape every action SamTrans undertakes, as affirmed in the Board-adopted District 10-Year Strategic Plan wherein it was identified as both a core value and integral to the overall mission of providing public transportation in San Mateo County. The Sustainability and Environmental Planning team leads sustainability and climate resiliency planning and program development for SamTrans, Peninsula Corridor Joint Powers Board (JPB or Caltrain), and the San Mateo County Transportation Authority.

Prepared By:	Bo Baney	Manager, Environmental and Sustainability Planning	650-508-7792

Item #10.c.
9/2/2026

San Mateo County Transit District Sustainability Update

Board of Directors | Bo Baney, Sustainability | September 2, 2026

Agenda

- SamTrans Sustainability Report FY 2023-2025
- Recent Sustainability Initiatives
- Sustainability Program Look-Ahead

Sustainability at SamTrans

Sustainability

Create a sustainable and resilient environmental future for the agency and people in the region.

- Sustainability identified as a core value in the District's Strategic Plan
- SamTrans is a founding signatory of APTA's Sustainability Commitment (2010)
  - Current "Silver Sustainability Commitment" status recognition
- Previously reported in 2023 (FY21-FY22)
- Current report covers FY23-FY25

SamTrans Sustainability Dashboard

- Transitioning from a static public report to a dynamic, data-driven, interactive public dashboard
- Dashboard continues to capture and report same info (and more)

Sustainability Key Performance Indicators (KPIs) FY23 vs. FY25

Greenhouse Gas Emissions

- Net: ↑14%
- Vehicle Revenue Miles: ↑21%

Criteria Air Pollutants

- Generated: ↓58%
- Net:↓105%

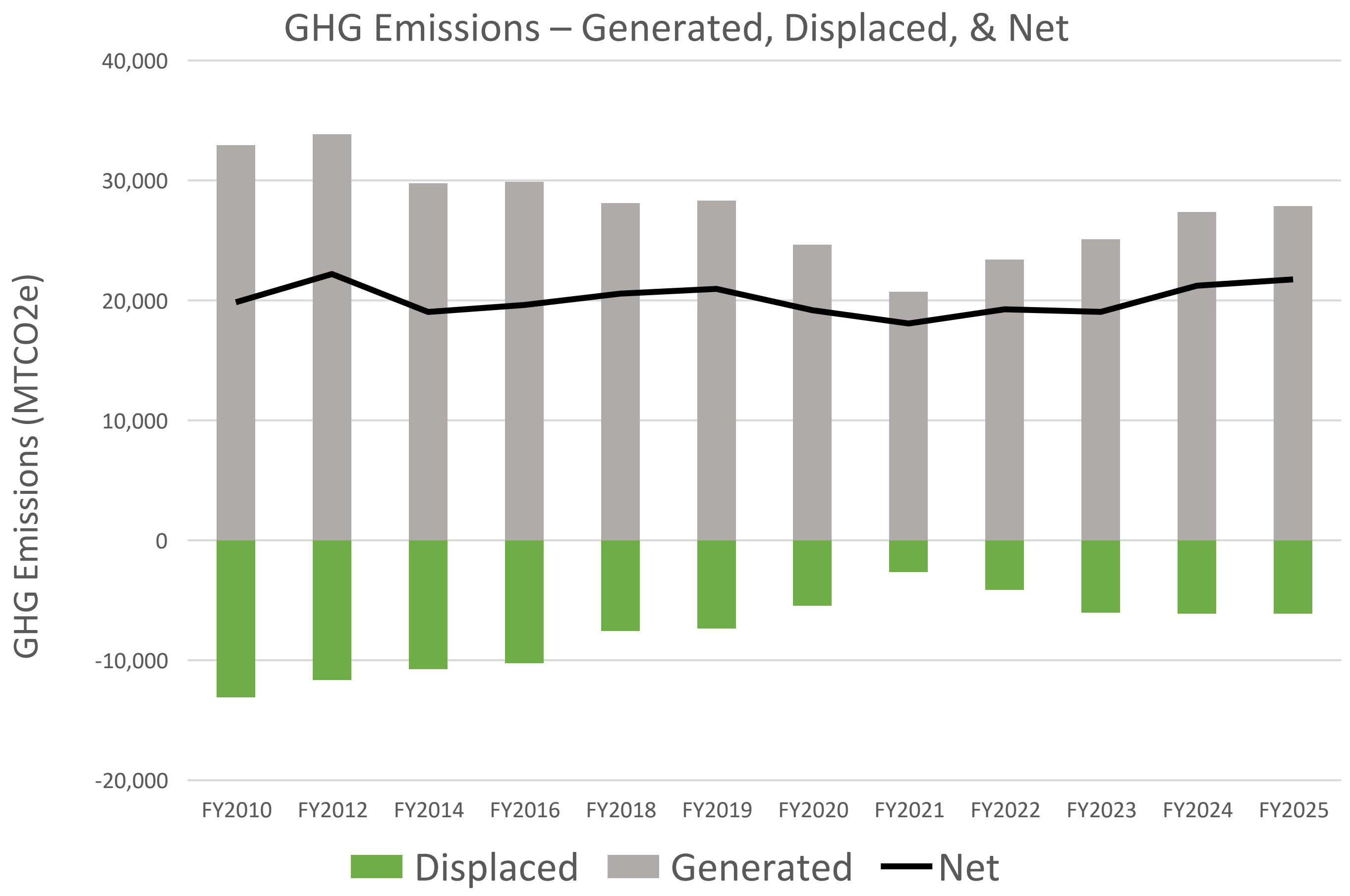
Facilities

- Electricity (minus charging): ↑24%
- Natural Gas: ↓19%

Greenhouse Gas (GHG) Overview

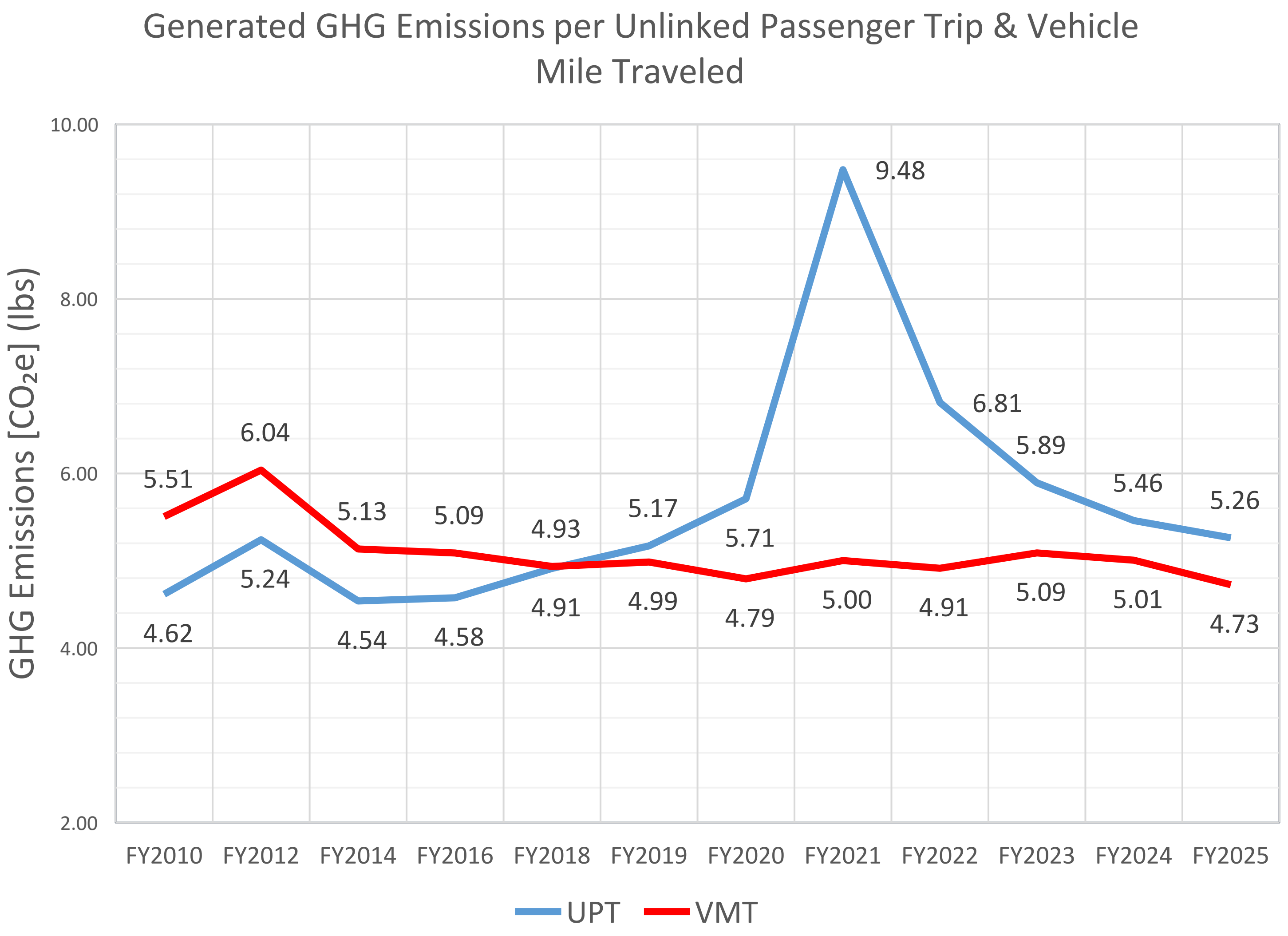
- Revenue fleet makes up ~91% total emissions
- Generating lowest GHGs per mile ever
    - Operational efficiencies & zero emission bus deployments
    - Traveled **21%** more miles compared to 2023
- GHG emissions up due to higher service

Greenhouse Gas (GHG) Emissions



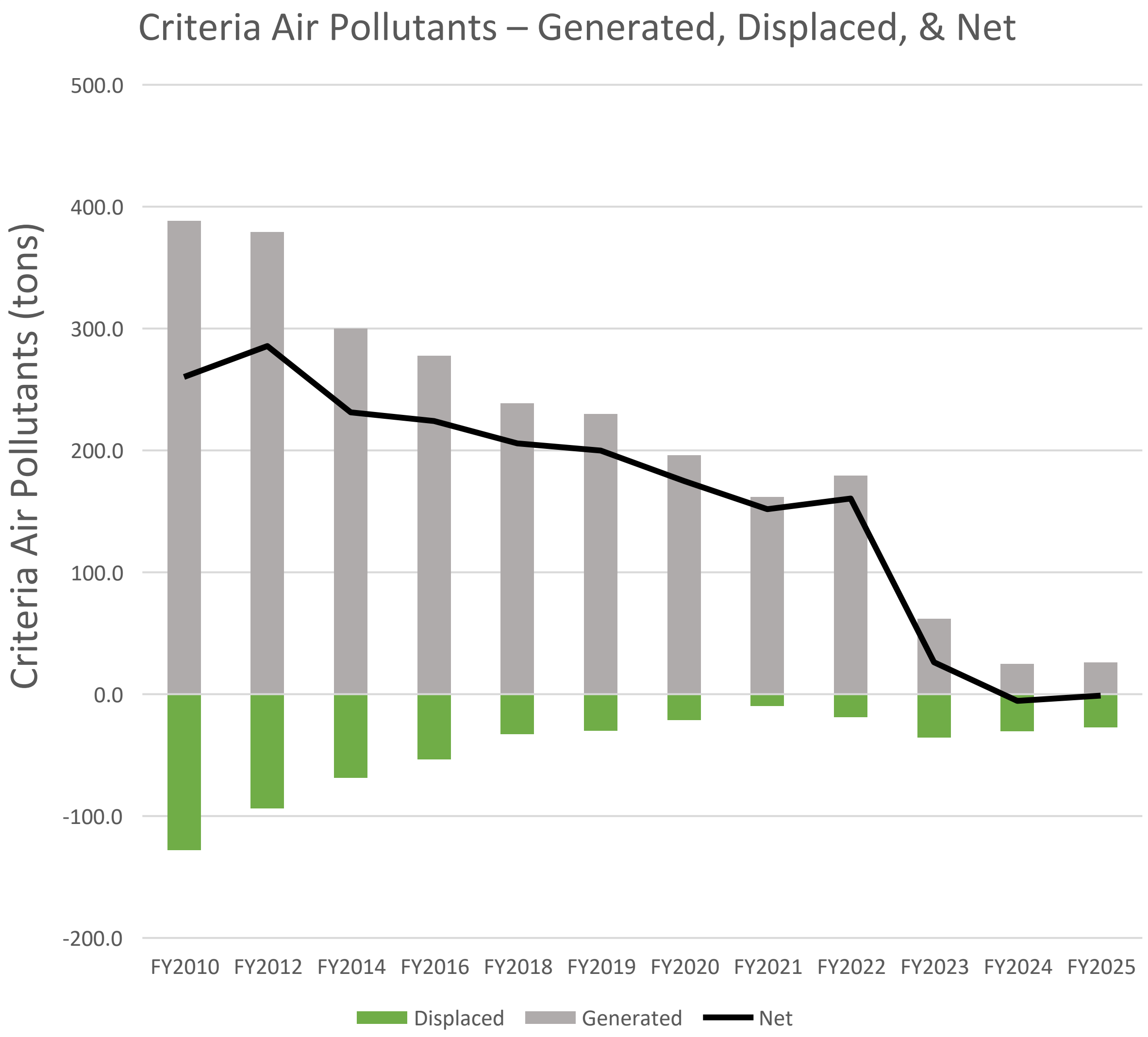
- GHG emissions ↓15.5% since 2010
- Continue to see displaced emissions (associated w/ avoided customer trips) increase with higher ridership
- Generated emissions plateauing as revenue fleet transitions to zero emission vehicles

GHG Emissions at Trip Level



- Lowest emissions per mile in SamTrans' history
  - Most miles traveled in 15 years
- Emissions per Unlinked Passenger Trips (UPT) continues to trend down post-COVID

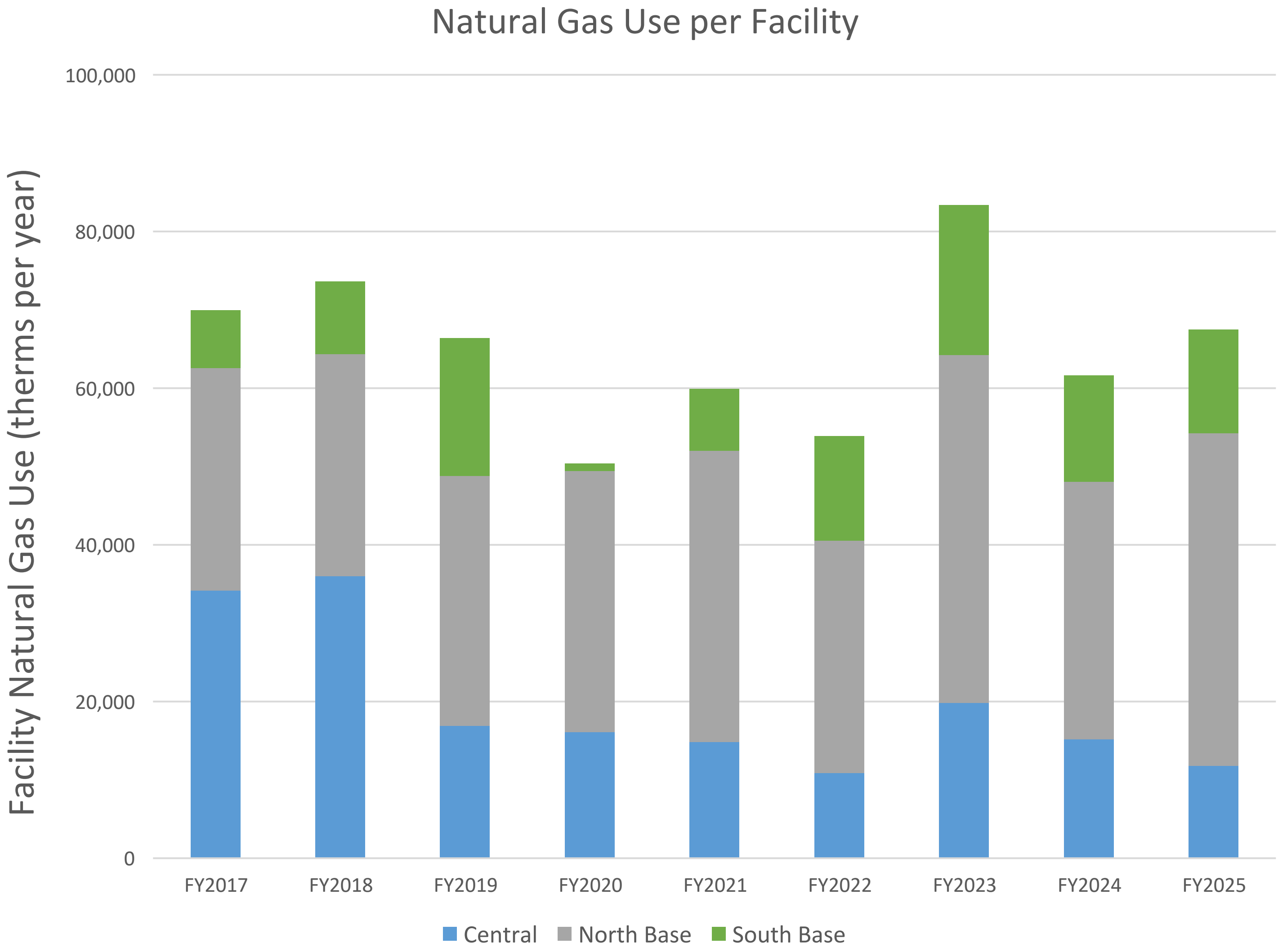
Criteria Air Pollutants (CAPs)



- First time in SamTrans' history – displacing more CAPs than we produce
  - Net high: 286 tons (FY2012)
  - Net low: -6 tons (FY2024)
- Driven by fleet improvements and fuel choices

Facilities Energy

- Significant increase in electricity at North Base (Battery Electric Bus charging)
- Natural gas usage reductions at all 3 sites
  - Operational improvements
  - Replaced 7 gas water heaters w/ more efficient electric heat pump models

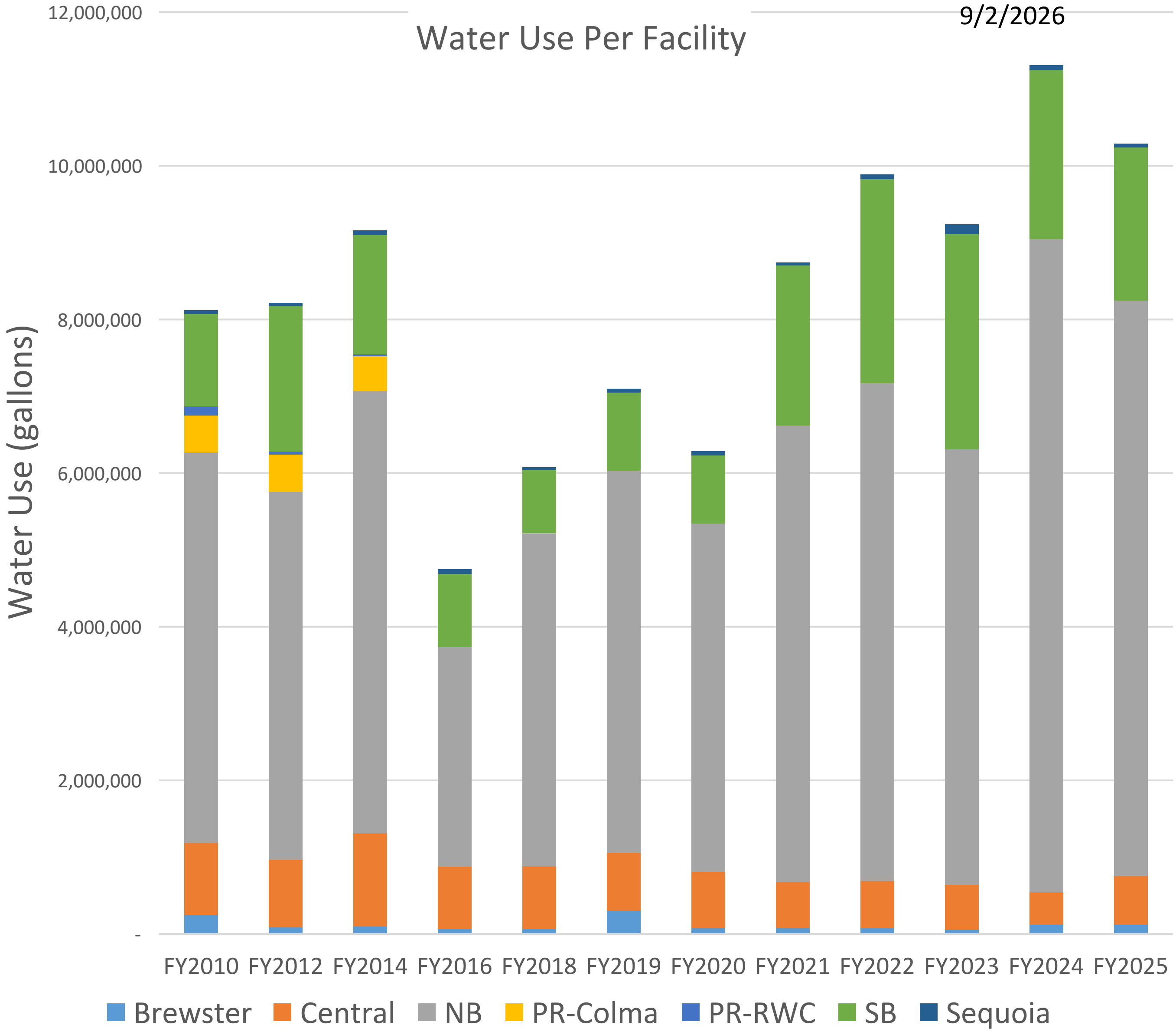


samTrans

Item #10.c.
9/2/2026

Water

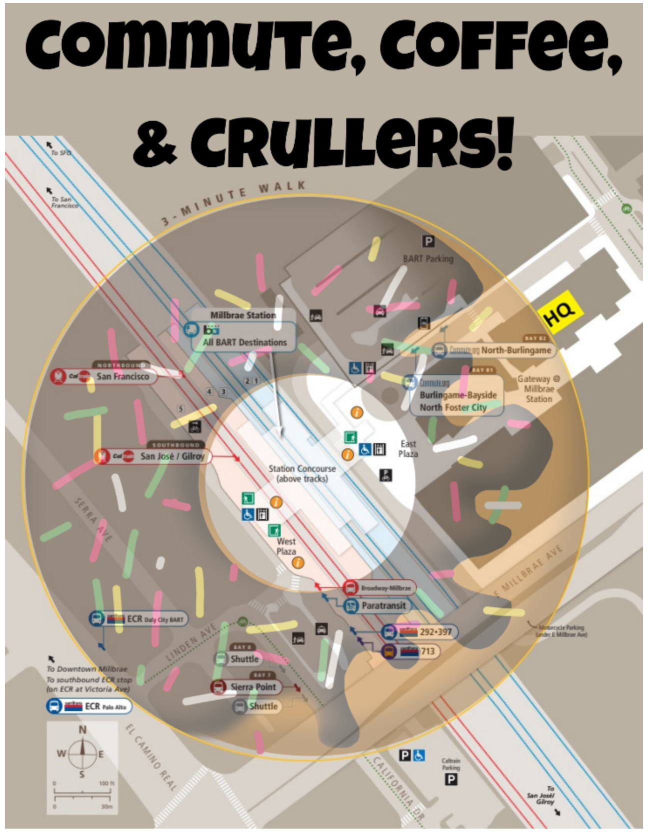
- Continued leaks observed at bases over reporting period
- Near-term plan:
  - Inspection, monitoring of usage
- Long-term plan:
  - Replace main and fire waterlines for both bases
    - NB Underground Utilities (Project #100898 – Aug. 2027 Close Out)
    - South Base Water Utility Lines Replacement (Project #100710 – Dec. 2027 Close Out)
  - Incorporate corrosion resistant coatings and joint fitting to mitigate future issues



Sustainability - Today & Tomorrow

Recent Sustainability Initiatives

- Engaging District employees and incorporating sustainability into their work and lives
  - Promote existing and expanded commuter benefits
  - Alternative transportation
  - Revamp waste guidance



samTrans

Commuter Benefits – BayPass Pilot

- First public transit agency to participate
  - Strategic Plan Alignment (Goal 3: Employer of Choice and Goal 4: Leading Responsibly)
- Pilot for Millbrae HQ employees
  - Unlimited access on any Clipper-accepting operator
  - Eliminates cost barrier, administrative overhead for reimbursement
  - Maximize use of multimodal hub
- Preliminary usage data:
  - ↑25% employee pass request, 61% usage rate
  - Helps mitigate parking garage capacity constraints

Image created by MTC Graphics, 2024

Updating Our Waste Guidance

- Currently updating program to be compliant w/ Millbrae waste hauler requirements
- Providing education and resources to employees
- Working with Facilities & Custodial to reduce contamination
  - Save money
  - Avoid penalties

Sustainability Program Look-Ahead

- SamTrans Strategic Sustainability Plan
  - Initiate study in FY27
  - Build on the District's 10-Year Strategic Plan
  - Example priority initiatives:
    - Higher sustainability recognition (APTA Gold)
    - Responsible disposition of retired office equipment
    - Revamp of District's Transportation Demand Management (TDM) Program

Thank You

Item #11.a.
9/2/2026

AGENDA

San Mateo County Transit District

Legislative Committee Meeting
Committee of the Whole

September 2, 2026 – 2:25 pm

or immediately following the Strategic Planning, Development, and Sustainability 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 of August 5, 2026	Motion
11.c.	Legislative Update	Informational
11.d.	Adjournment	

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
Regular Meeting

166 North Rollins Road, Millbrae, California 94030

DRAFT Minutes of August 5, 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

11.a. Call to Order
Committee Chair Fraser called the meeting to order at 3:46 pm.

11.b. Approval of Minutes of the Legislative Committee Meeting of July 8, 2026
Motion/Second: Powell/Esser
Ayes: Canepa, Fraser, Gee, Medina, Powell, Ratto, Speier, Esser, Chuang
Noes: None
Abstain: None
Absent: None

11.c. Receive Legislative Update
Public Comment
Adina Levin, Seamless Bay Area, commented on transit funding cuts, Cap-and-Trade program changes, and Sacramento legislative rally and lobby day.

Roland commented on Senate Bill 63.

Aleta Dupree, Team Folds, commented on Low Carbon Transit Operations Program (LCTOP) funding, public transportation effect on clean air and water, hydrogen fuel, and Federal funding.

11.d. Adjourn – The meeting adjourned at 3:58 pm.

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:	**Legislative Update**

Action

Staff proposes the Legislative Committee recommend the San Mateo County Transit District (District) Board of Directors (Board) receive the attached federal, state, and regional legislative updates.

Significance

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

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

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SamTrans
Federal Report
August 2026

Congressional Update

FY 2027 Appropriations Update

- On August 7, the Senate passed a continuing resolution (CR) to extend government funding through December 11, 2026, which is currently set to expire on September 30, 2026. In addition to extending current government funding, the Senate CR also delays the White House Office of Management and Budget (OMB) proposed rule and provides a clean extension of surface transportation reauthorization provisions in the Infrastructure Investment and Jobs Act (IIJA) through December 11, 2026.
- The OMB proposed rule revises the Guidance for Federal Financial Assistance, aiming to improve government-wide policies and requirements related to the management of grants, cooperative agreements, and other forms of assistance. The proposed rule makes sweeping changes to grant award selection and administration processes, specifically increasing the politicization of federal grants procedures.
- The House is expected to consider the Senate's CR when it returns from recess on August 31.

Surface Transportation Reauthorization Update

- While Congress continues to negotiate an extension of the lapsing surface transportation reauthorization, the IIJA, lawmakers are also working on multi-year reauthorization legislation.
- In the House, its version of multi-year surface transportation reauthorization, the BUILD America 250 Act, was advanced in committee and now awaits floor consideration. Meanwhile, the Senate has yet to release its version of a multi-year reauthorization bill. After August recess, the Senate is expected to continue drafting its version of the legislation. Once the Senate releases and advances its version of the bill, the House and Senate will work to reconcile differences between their respective bills before sending a final reauthorization package to the President for signature.
- The clean extension would extend authorized surface transportation funding, but it would not extend the Infrastructure Investment and Jobs Act's (IIJA) lapsing advanced appropriations, which totaled approximately $36.8 billion per year. As a result, several transportation agencies would face significant funding reductions

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upon expiration of the IIJA's Division J advanced appropriations on September 30, 2026:

- Federal Railroad Administration: -81.8%
- Federal Transit Administration: -20.6%
- Federal Highway Administration: -12.6%

- Included in the pending House surface transportation reauthorization bill, the BUILD America 250 Act, is language (H.R. 7440) that would remove all federal interests and restrictions on 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 addition in the bill. With Congress pursuing an extension through December, conversations on a final reauthorization will likely extend into 2027.

Transportation Coalition Writes Letter on Surface Transportation Reauthorization Extension; Urges Congress to Extend IIJA Advanced Appropriations

- On July 30, the American Public Transportation Association (APTA), along with 85 coalition partners, wrote a letter to congressional leadership, urging they provide at least current public transit and passenger investment levels, including contract authority and advanced appropriations, in any CR or surface transportation authorization extension act for fiscal year (FY) 2027.

- Specifically, signatories asked congressional leadership to provide at least $21.1 billion (including $4.25 billion of advanced appropriations) for public transit and $15.9 billion (including $13.2 billion of advanced appropriations) for passenger and freight rail in the CR and Surface Transportation Authorization Extension Act for FY 2027.

- Signatories argued that without advanced appropriations, public transit investment would face a 20 percent cut from current FY 2026 funding levels and passenger rail investment would face an 83 percent cut. The following programs would face cuts without advanced appropriations:

Program	Funding Reduction	Percentage Reduction
Buses and Bus Facilities Grants	-$1.1 B	48%
State of Good Repair Formula Grants	-$950 M	20%
Enhanced Mobility for Seniors and Individuals with Disabilities Formula Grants	-$50 M	11%

Administration Update

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Sec. Duffy Releases DOT's Surface Transportation Reauthorization Priorities

- On July 22, Transportation Secretary Sean Duffy sent a letter to Senate Committees urging Congress to continue to work to pass a comprehensive long-term surface transportation bill. The letter noted "if a short-term extension of current authorities becomes necessary, we strongly urge Congress to adopt a set of critical policy priorities. We view these surface transportation reauthorization (STR) proposals not merely as stopgaps, but as essential markers and anchors for the longer-term surface transportation reauthorization bill."

- This indicates that the Department of Transportation (DOT) is not asking for a clean extension of current authorities but rather one with some changes. Congress could ultimately opt for two extensions for Surface Transportation Reauthorization, a short-term measure through the election, followed by a year-long extension.

- In the letter, Secretary Duffy urges the Senate Committees to, among other things:

    - Eliminate the Mass Transit Account within the Highway Trust Fund and consolidate all Federal fuel tax revenues into the Highway Account to re-establish a direct user-pays model and reduce the Highway Trust Fund's structural deficit.

    - Consolidate several Infrastructure Investment and Jobs Act (IIJA) programs, including by merging the Grants for Buses and Bus Facilities and Low or No Emission Bus Programs into a streamlined competitive grant program without dedicated low- and zero-emission set-asides and combining five Office of the Secretary of Transportation (OST) competitive grant programs into a single multimodal infrastructure program, known as the Building Beautiful Infrastructure is Great (BBIG) program.

    - Allow several IIJA programs to expire, including the National Culvert Removal, Replacement, and Restoration Grant Program; Strengthening Mobility and Revolutionizing Transportation Grant (SMART) Program; Prioritization Process Pilot Program; Grants for Charging and Fueling Infrastructure; Carbon Reduction Program; and Active Transportation Infrastructure Investment Program.

    - Convert the Safe Streets and Roads for All grant program from a competitive grant program to a formula grant program.

- These proposals are unlikely to be incorporated into the Senate's forthcoming surface transportation reauthorization bill in their current form, even with Republican control of both chambers, as several Republican lawmakers have expressed concerns with elements of the proposal. For example, Senate Environment and Public Works (EPW) Committee Chair Shelley Moore Capito (R-WV) has said that she does not support eliminating the Mass Transit Account within the Highway Trust Fund.

DOT Releases its National Roadway Safety Strategy

- On August 5, the Department of Transportation (DOT) released its National Roadway Safety Strategy (NRSS). The NRSS aims to reduce traffic fatalities and injuries on America's roadways by prioritizing three core objectives:
    - Safer People: DOT will focus on safety for families in rural, urban, and tribal communities, which includes stronger support for transportation workers and first responders and a renewed commitment to law enforcement.
    - Safer Roads: DOT will reduce congestion and improve crash outcomes, including secondary crashes, with more innovative road design, targeted bottleneck relief, and cracking down on dangerous truck drivers; and
    - Safer Vehicles: DOT will modernize safety standards, advance a national automated vehicle strategy, and invest in technology to reduce preventable crashes.
- The updated NRSS replaces the 2022 Biden-era strategy, narrowing the five objectives of the earlier strategy down to three objectives. It also identifies 15 actions to address safety, whereas the previous strategy identified 29 actions and increased that to 43 in its 2023 update. Of those actions, the Trump administration's NRSS deprioritizes grantmaking and regulatory activity.

FTA Launches New Safety, Security, and Performance Data Dashboard for Public Transit Systems

- On July 23, the Federal Transit Administration (FTA) launched its new online dashboard, called Transit Moves America. The dashboard uses existing data that FTA collects through the National Transit Database to provide information on transit systems' safety and security, accessibility, and system reliability.
- The dashboard displays the national rate of major passenger security events and major assaults on transit workers alongside historical trend lines calculated as a six-month rolling average. It also shows the total number of fatalities per month and percentage of ADA-accessible transit rail stations by transit agency.

Shaw Yoder Antwih Schmelzer & Lange

August 14, 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 – September 2026

General Update

After a month-long Summer Recess, the Legislature reconvened on August 3 for the final month of session. On August 13, bills with a nominal fiscal impact to the state were considered as part of the appropriations committees' suspense files. In the Assembly, of the 293 bills on Suspense, 213 were sent to the Floor and 80 were held (27%). Likewise, in the Senate, of the 560 bills on Suspense, 413 were sent to the Floor and 147 were held (26%). For those bills that were held in committee, please be advised that they are now done for the year and will not be moving forward this legislative session. The bills released from suspense move to the floors of each house for final votes.

Beginning August 17, the Legislature will be in floor session until they adjourn the 2025-26 Legislative Session on August 31. The Governor will have until September 30 to sign or veto bills sent to his desk in the final weeks of session. The 2027-28 Legislative Session will convene on December 7 for one day until they begin their work in earnest in early January.

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

Update on Greenhouse Gas Reduction Fund

As a reminder, although the Legislature and Governor reached an agreement to enact the majority of California's 2026-27 Fiscal Year budget in late June, this agreement did *not* include most Greenhouse Gas Reduction Fund (GGRF) expenditures. Following major coalition efforts led by the California Transit Association (the trade association to which SamTrans belongs) to push back on the Governor's proposed cuts to transit and housing programs, the Legislature opted instead to punt further decisions on the GGRF until August.

Over the summer recess, the coalition continued to engage the Governor and Legislature on the importance of protecting Tier 3 programs. This work was complicated by news in late July that the Department of Finance had revised their projections of GGRF revenues downward, driven chiefly by weak auction revenue in 2026.

In response, the coalition updated its asks to advance the following requests:

Relative to FY 2026-27:

- Use General Fund to maintain the ongoing annual appropriations of $800 million for the Affordable Housing Sustainable Communities Program (AHSCP), $400 million for the Transit and Intercity Rail Capital Program (TIRCP), $200 million for the Low Carbon Transit Operations Program (LCTOP), $250 million for AB 617 (which funds air quality improvements in severely affected areas), and $130 million for Safe and Affordable Funding for Equity and Resilience (SAFER, which funds safe and clean drinking water).

- Honor the state's outstanding GGRF funding commitment to public transportation made in SB 125 (Committee on Budget and Fiscal Review), which earmarked $5.1 billion for regions for public transit.

Relative to FY 2027-28:

- Work with stakeholders to achieve a permanent solution for GGRF in future fiscal years so that Tier 3 programs receive the full funding committed in SB 840 (Limon), which restructured the Cap and Invest expenditure plan.

On the heels of the submittal of the coalition’s proposed framework to protect Tier 3 programs, Senate Transportation Committee Chair Dave Cortese (D-San Jose) released his own proposed framework on August 12. The Senator’s proposal includes a one-time $1.25 billion appropriation from the Special Fund for Economic Uncertainties reserve to offset the existing GGRF commitment to CalFire; the use of GGRF to honor the state’s outstanding funding commitment to public transportation made in SB 125 and to fund Tier 3 programs, with priority given to TIRCP, LCTOP, and AHSC; and to earmark interest earned on GGRF for SB 125 and Tier 3 with priority given to LCTOP, TIRCP & AHSC (estimated $500 million earned this fiscal year).

Negotiations on GGRF solution will continue until the end of the legislative year on August 31.

Caltrans Announces California Transit Advisory Committee (CALTAC) Membership
On July 20, Caltrans released the membership roster for its new California Transit Advisory Committee (CALTAC), which the agency first announced in February. Caltrans created the CALTAC to bring together a diverse group of transit stakeholders – including transit operators, local governments, transit advocacy organizations, and more – to offer strategic input and technical guidance to Caltrans as it advances statewide transit policy, planning, and implementation. The Bay Area is represented by Santa Clara VTA and AC Transit. Caltrans anticipates that the first quarterly meeting of the CALTAC will be held virtually on Thursday, September 3.

Bills of Interest
AB 1599 (Ahrens) California Transit Stop Registry – WATCH
This bill would require the Department of Transportation to create the California Transit Stop Registry as a centralized, statewide dataset of standardized information regarding transit stops by June 1, 2027. Additionally, this bill would require all transit operators that qualify for the funding under the Mills-Alquist-Deddeh Act to ensure that the name, location, of each of their transit stops are accurately reflected in the California Transit Stop Registry. The California Transit Association, with support from SamTrans’ staff, has worked to secure amendments to reduce the impacts of the bill.

SamTrans Bill Matrix
as of 8/14/2026

Bill ID/Topic	Location	Summary	Position
AB 109 Gabriel D Budget Act of 2026.	This bill was signed by the Governor on June 29, 2026.	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
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
AB 176	This bill is in the Senate	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts	Watch

Committee on Budget Taxation.	Budget and Fiscal Review Committee.	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.	
AB 467 Fong D Los Angeles Community College District: California Center for Climate Change Education.	This bill was held in the Senate Appropriations Suspense File.	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		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	

Public works: prevailing wages.	This bill is on the Senate Floor.	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
AB 1383 McKinnor D Public employees' retirement benefits.	This bill is on the Senate Floor.	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	Watch

		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.	
AB 1421 Wilson D Vehicles: Road Usage Charge Technical Advisory Committee.	This bill is in the Senate Rules 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 was held in the Senate Appropriations Suspense File.	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 on the Senate Floor.	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
AB 1599 Ahrens D Public transit: California Transit Stop Registry: transit datasets.	This bill is on the Senate Floor.	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 Committee on Local Government.	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,	Watch

		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.	
AB 1630 Caloza D Meet and confer: observation.	This bill was held in the Senate Appropriations Suspense File.	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 on the Senate Floor.	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	Watch

		January 1, 2027. This bill would declare that it is to take effect immediately as an urgency statute.	
AB 1821 Pacheco D California Public Records Act: agency response time.	This bill is on the Senate Floor.	Existing law, the California Public Records Act, requires each state or local agency, upon a request for a copy of records that reasonably describes an identifiable record or records, to make the records promptly available to any person upon payment of fees covering direct costs of duplication, or a statutory fee if applicable, except with respect to public records exempt from disclosure by express provisions of law. Existing law requires each agency, within 10 days of a request for a copy of records, to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person of the determination and the reasons therefor. Existing law authorizes that time limit to be extended by no more than 14 days under unusual circumstances, as defined. This bill would instead require each agency to determine whether the request seeks copies of disclosable public records in possession of the agency and to promptly notify the person as described above within 10 business days of a request for a copy of records. The bill would instead authorize the time period for each agency to respond to be extended by no more than 14 business days. This bill contains other related provisions and other existing laws.	Watch
AB 1837 González, Mark D Video imaging of parking violations.	This bill is on the Senate Floor.	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	Support April 2026

		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.	
AB 1838 Berman D Public contracts: local agencies: responsive bidders.	This bill is on the Senate Floor.	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
AB 1859 Ortega D Public works.	This bill was held in the Senate Appropriations Suspense File.	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	Watch

		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.	
AB 1883 Bryan D Workplace surveillance tools.	This bill is on the Senate Floor.	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, with certain exceptions, prohibit an employer from using a workplace surveillance tool that uses artificial intelligence to, among other things, collect neural data or recognize an individual's emotional state. The bill would define an employer to include a governmental entity, including, among other entities, charter cities and the University of California. 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 would exempt from its provisions the use of a tool to the extent that its use is to ensure safety or is reasonably necessary to comply with, a federal statute, federal regulation, or binding federal contract relating to the development of aircraft for use in the national airspace or the development of products or services for national security, military, space, or defense purposes. The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.	Watch
AB 1919 Pellerin D Santa Cruz Metropolitan Transit District: transactions and use tax: qualified voter initiative.	This bill was signed by the Governor on August 6, 2026.	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	Watch

		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.	
AB 1941 González, Mark D Organized metal theft.	This bill is on the Senate Floor.	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
AB 2051 Wicks D	This bill is on the Senate Floor.	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,	Watch

Public resources: Coastal Resilience Permitting Working Group.		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.	
AB 2074 Haney D Regional transit hub districts: downtown housing developments.	This bill is on the Senate Floor.	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 require the California Housing Finance Agency to conduct a housing construction loan and financing study that includes specified components and deliver that study to the Legislature and specified committees by December 1, 2027, as specified. 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

AB 2168 Wicks D Active Transportation Program: guidelines.	This bill is on the Senate Floor.	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 and project selection criteria for the program, including 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 on the Senate Floor.	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 the VTA to purchase or otherwise acquire property for transit-oriented joint development projects, as provided. This bill would authorize the VTA to similarly purchase or acquire property for an employee housing project, as defined, for VTA employees and members of the public, as specified. The bill would authorize the 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 require the VTA to submit an annual report to the Legislature on the use of the bill’s provisions to develop housing, as specified. By requiring the VTA to submit a new report, the bill would impose a state-mandated local program. This bill contains other existing laws.	Watch
AB 2323 McKinnor D Publication: newspapers of general circulation.	This bill was signed by the Governor on August 12, 2026.	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
AB 2341 Fong D	This bill was ordered to engrossment and	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	Watch

Local government: emergency response services: use of languages other than English.	enrollment on August 13, 2026.	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.	
AB 2346 Wilson D Vehicles: electric bicycles and speed limits.	This bill is on the Senate Floor.	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 disclose specified information at or before the point of sale, including, among other things, the classification and maximum speed of the electric bicycle and a recommendation that persons under 16 years of age should not ride an electric bicycle at a speed greater than 15 miles per hour. 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 was ordered to engrossment and enrollment on August 13, 2026.	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.	Watch

		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. The bill would make an agency and elected official jointly and severally liable for any administrative or civil penalties incurred if the agency prepares a large-format public advertisement that violates the bill's provisions in cooperation, consultation, coordination, or concert with the elected officer. This bill contains other related provisions and other existing laws.	
AB 2484 Alvarez D San Diego Metropolitan Transit System: transactions and use tax: voter initiatives.	This bill is on the Senate Floor.	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 on the Senate Floor.	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 or modified 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	Watch

		treated, for cost allocation and customer contribution purposes, as line and service extensions, as provided. The bill would require that the tariff or rule require the electrical corporation to provide the applicant a good faith estimate before the applicant is required to execute a line or service extension agreement or make a nonrefundable payment, as provided. The bill would repeal its provisions on January 1, 2033. This bill contains other related provisions and other existing laws.	
AB 2516 Petrie-Norris D California Grid Manufacturing Initiative.	This bill was held in the Senate Appropriations Suspense File.	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 determine and provide appropriate forms of state assistance to address identified delays with critical electricity grid components, as defined, to incentivize new or existing in-state manufacturing of critical electricity grid components, and to provide support to joint procurement initiatives. 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 on the Senate Floor.	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
AB 2560 Schultz D Climate Action Plan for Transportation Infrastructure: goals.	This bill was held in the Senate Appropriations Suspense File.	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 on the Senate Floor.	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. This bill would incorporate additional changes to Section 65912.161 of the Government Code proposed by AB 2415 to be operative only if this bill and AB 2415 are enacted and this bill is enacted last.	Watch
AB 2595 Papan D San Mateo Electric Bicycle Safety Pilot Program.	This bill is on the Senate Floor.	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	This bill is on the Senate Floor.	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	Watch

Public employees: notice: artificial intelligence performing service within scope of work.		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, or require the use of GenAI to perform a service that is within the scope of work of the job classification represented by the recognized employee organization.	
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 111 Laird D Budget Act of 2026.	This bill was signed by the Governor on June 29, 2026.	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, adding, and repealing items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	Watch
SB 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	Watch

		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.	
SB 122 Committee on Budget and Fiscal Review Taxation.	This bill was signed by the Governor on June 29, 2026.	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	Watch

		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.	
SB 169 Committee on Budget and Fiscal Review Transportation budget trailer bill.	This bill was signed by the Governor on July 13, 2026.	Existing law requires the Department of Transportation to work in partnership with the California Workforce Development Board to support California's high road construction careers program. Existing law requires the department to reserve a minimum aggregate total of $50,000,000 of federal funds from the federal Infrastructure Investment and Jobs Act to be allocated over 4 years in support of the program. This bill would instead require the department to reserve a minimum aggregate total of $30,000,000 of state transportation funds to be allocated in support of California's high road construction careers program. This bill contains other existing laws.	Watch
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
SB 667	This bill is on the	Existing law requires the Public Utilities Commission to annually report to the Legislature on	Watch

Archuleta D Railroads: safety: report.	Assembly Floor.	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.	
SB 677 Wiener D Housing financing: joint powers agreements: bond approvals:subdivisions: tentative and final maps: appeals.	This bill is on the Assembly Floor.	Existing law, the Joint Exercise of Powers Act, authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. Existing law, for the purposes of that act, defines the term “public agency” to include various federal, state, local, and tribal entities. Existing law requires approval by the Department of General Services of certain joint powers agreements that include the state as a member, as provided. Existing law authorizes a joint powers authority to issue revenue bonds to pay the costs and expenses of acquiring, constructing, or conducting a program for, among other things, low-income housing projects owned or operated by a city, county, city and county, or housing authority. Existing law provides that the Treasurer and the Secretary of State are designated as elected representatives for federal tax purposes of a joint powers agency created to approve or certify the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law. This bill would, instead, provide that the Treasurer is designated as an applicable elected representative of a joint powers authority and may, at the discretion of the joint powers authority, approve the issuance of bonds, notes, or other evidence of indebtedness issued by or on behalf of the joint powers agency to the extent approval is required by federal tax law, as specified. The bill would additionally authorize the Treasurer to execute an agreement including the state as a member of a joint powers authority without obtaining approval from the Department of General Services and would authorize the Treasurer to provide any approval, consent, or other action related to the issuance of bonds, including, but not limited to, approvals required by federal tax law. This bill contains other related provisions and other existing laws.	Watch
SB 739 Arreguín D Transportation network companies: California	This bill is on the Assembly Floor.	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	Watch

Clean Miles Standard and Incentive Program.		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 finding a transportation network company in violation of the program under specified circumstances. 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 by the state board applicable before the 2029 calendar year. However, the bill would require a transportation network company to meet specified targets for passenger miles traveled using a zero-emission vehicle in the 2027 and 2028 calendars years. This bill contains other related provisions and other existing laws.	
SB 741 Blakespear D Low Carbon Transit Operations Program.	This bill is on the Assembly Floor.	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 and other existing laws.	Support July 2026
SB 830 Arreguín D Public Transit Revenue Measure District: revenue measure: election procedures.	This bill was signed by the Governor on July 16, 2026.	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	Watch

		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 each county elections official in 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 that county, as specified. This bill would declare that it is to take effect immediately as an urgency statute.	
SB 908 Wiener D Residential windows: retrofitting: residential window replacement projects: California Building Code compliance.	This bill is on the Assembly Floor.	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 was ordered to engrossment and enrollment on August 10, 2026.	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 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
SB 929 Jones R State Energy Resources Conservation and Development Commission: chair: report to the Legislature.	This bill was held under submission in the Assembly Appropriations Suspense File.	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	This bill was signed by the Governor on July 16,	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	Watch

Local agency design-build projects: authorization.	2026.	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.	
SB 939 Laird D Public employees' retirement: service credit: payments.	This bill was enrolled on August 11, 2026.	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	Watch

		related provisions and other existing laws.	
SB 947 McNerney D Employment: automated decision systems.	This bill is on the Assembly Floor.	Existing law requires the Department of Technology to conduct, in coordination with other interagency bodies as it deems appropriate, a comprehensive inventory of all high-risk automated decision systems (ADS) that have been proposed for use, development, or procurement by, or are being used, developed, or procured by, any state agency. Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner, within the Department of Industrial Relations. This bill would prohibit an employer, as defined, from using an ADS to perform certain functions and would limit the purposes for and way in which an ADS may be used. The bill would authorize a worker to request, and require an employer to provide, a copy of the most recent 12 months of the worker's own data primarily used by an ADS to make a disciplinary, termination, or deactivation decision, as specified. The bill would require an employer that primarily relied upon an ADS to make a disciplinary, termination, or deactivation decision to provide the affected worker with a written postuse notice, as specified. This bill would prohibit an employer from discharging, threatening to discharge, demoting, suspending, or in any manner discriminating or retaliating against any worker for taking certain actions asserting their rights under the bill. The bill would require the Labor Commissioner to enforce the bill's provisions and also authorize a public prosecutor to bring a civil enforcement action, as specified. The bill would set forth specified types of relief that a plaintiff may seek and specified penalties that an employer that violates these provisions is subject to, including a $500 civil penalty per violation. This bill contains other related provisions and other existing laws.	Watch
SB 951 Reyes D Employment: technological displacement: notice.	This bill is on the Assembly Floor.	Existing law establishes the Labor and Workforce Development Agency, which is composed of various departments responsible for protecting and promoting the rights and interests of workers in California, including the Division of Labor Standards Enforcement, led by the Labor Commissioner (commissioner), within the Department of Industrial Relations. Existing law establishes the Employment Development Department (EDD), which is administered by the Director of Employment Development. Under existing law, the Director of Employment Development is vested with specified duties, purposes, responsibilities, and jurisdiction related to job creation activity functions, among other things. Existing law, the California Worker Adjustment and Retraining Act (Cal/WARN Act), prohibits an employer from ordering a mass layoff, relocation, or termination at a covered establishment unless, 60 days before the order takes effect, the employer gives written notice of the order to the employees affected by the order and to the EDD and certain local officials. Existing law makes an employer who fails to give specified notice regarding a mass layoff, relocation, or termination subject to a civil penalty of not more than $500 for each day of the employer's violation. This bill would revise the Cal/WARN Act to also require an employer giving notice of a mass layoff, relocation, or	Watch

		termination caused in whole or in substantial part by an artificial intelligence (AI) system or other automated technology replacing or automating employment positions to include certain information in the notice, including the job functions performed by workers that will be automated by AI. The bill would additionally require an employer to provide the EDD with a written technology hiring disruption notice that contains specified information about the employer's use of AI or other automation when that employer executes a technological cessation in hiring, as specified. The bill would require the EDD to post summaries of notices received pursuant to these provisions on its internet website as part of the existing notice requirements of the Cal/WARN Act, compile quarterly summaries regarding worker displacement due to AI and automation with the report including a link to the Cal/WARN Act notice report internet website, and submit the report to specified legislative committees. This bill contains other related provisions and other existing laws.	
SB 994 Cabaldon D Local agencies: nondisclosure agreements.	This bill is on the Assembly Floor.	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. The bill would prohibit an employee of a local agency or a local agency official 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 the local agency official who they serve or the governing body of the local agency that employs them. 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 on the Assembly Floor.	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. Four years after the adoption of a sustainable communities strategy, the bill would require the metropolitan planning organization to prepare a sustainable communities strategy implementation progress report containing specified information, post the report on its internet website, and submit the report to the Strategic Growth Council. The bill would require the Strategic Growth Council to review the report at a public hearing. This bill contains other related provisions and other existing laws.	Watch
SB 1159 Cabaldon D Artificial intelligence: transparency and governance.	This bill is ordered to the Senate, pending concurrence.	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 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 a disclosure verification tool to determine if artificial intelligence is present. The bill would make findings and declarations related to these provisions. This bill contains other	Watch

		related provisions and other existing laws.	
SB 1187 Durazo D Open meetings.	This bill is on the Assembly Floor.	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, beginning July 1, 2026, requires eligible legislative bodies, as defined, to have in place a system for electronically accepting and fulfilling requests for meeting agendas and documents. Existing law additionally requires these legislative bodies to translate the agenda for each meeting of that body and to reasonably assist members of the public who wish to translate a public meeting or receive interpretation, as specified. This bill would instead delete the above-described requirements on eligible legislative bodies. 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 and 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
SB 1266 Stern D Crimes: theft.	This bill was held in the Assembly Appropriations Suspense File.	Existing law, the Safe Neighborhoods and Schools Act, enacted by Proposition 47, as approved by the voters at the November 4, 2014, statewide general election, requires the theft of property that does not exceed $950 to be punished as a misdemeanor, except as specified. Proposition 47 authorizes amendment of its provisions by a 2/3 vote of the Members of each house of the Legislature so long as the amendments are consistent with and further the intent of the act. Under existing law, it is grand theft to steal, take, or carry away copper materials of another valued at more than $950. This bill would amend Proposition 47 to require, for the purposes of this provision, value to be calculated as the cost to the victim to repair and replace the stolen materials, including equipment that was damaged or destroyed by the stealing, taking, or carrying away, as specified. Because this bill would expand the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch
SB 1275 McNerney D Sales and use tax exemption: vehicle license fee imposition: motor vehicles.	This bill was held in the Assembly Appropriations Suspense File.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. 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
SB 1361 Durazo D	This bill is on the Assembly Floor.	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	Watch

Transit-oriented housing developments: local governments: transit agencies and projects.		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.	
SB 1375 Cortese D California Environmental Quality Act: exemption: urban intermodal rail station project.	This bill is ordered to the Senate, pending concurrence.	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, except as specified, 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. The bill would require a lead agency, if it determines that a project is not subject to CEQA pursuant to this exemption, and it determines to carry out the project, to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk of the county in which the project is located, as provided. The bill would permit exemption only for projects for which a notice of exemption is filed before January 1, 2032. 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