

BOARD OF DIRECTORS 2024

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JEFF GEE, VICE CHAIR
DAVID J. CANEPA
MARIE CHUANG
BROOKS ESSER
RICO E. MEDINA
RAY MUELLER
JOSH POWELL
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO



Agenda

Board of Directors Meeting

September 4, 2024, 2:00 pm

San Mateo County Transit District

Bacciocco Auditorium, 2nd Floor
1250 San Carlos Ave., San Carlos, CA

Members of the public also may attend the meeting via teleconference at the following location:

San Bruno City Hall, Conference Room 138, 570 Linden Avenue, San Bruno, CA 94066

Members of the public may attend in-person or participate remotely via Zoom at:

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

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

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

2. Wearing of masks is recommended but not required.

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

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

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

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

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

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

Wednesday, September 4, 2024

2:00 pm

1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Report from Closed Sessions at August 7 Board Meeting

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

3.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Christine Ferrera v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-01688

3.c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Estate of Nemesio Isorena, et al. v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 23-CIV-05309

3.d. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees) and International Brotherhood of Teamsters Local 856 (All Units)

- 3.e. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8
Property: 166 N. Rollins Road, Millbrae
Agency Negotiator: April Chan, District General Manager/CEO
Negotiating Party: Peninsula Corridor Joint Powers Board
Under Negotiation: Price and Terms of Lease
4. General Counsel Report
 - 4.a. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6
Agency-designated Representatives: Pat Glenn and David Olmeda
Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees) and International Brotherhood of Teamsters Local 856 (All Units)
5. Report from Closed Session
6. Consent Calendar
 - 6.a. Approval of Minutes of the Board of Directors Meeting of August 7, 2024 Motion
 - 6.b. Acceptance of Statement of Revenues and Expenses for the Period Ending July 31, 2024 Motion
 - 6.c. Acceptance of Quarterly Fuel Hedge Update Motion
 - 6.d. Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-related Products and Services Through Piggyback Contracts and Cooperative Purchasing Programs for an Aggregate Not-to-exceed Amount of \$8 Million for Fiscal Year 2025 Resolution
 - 6.e. Approving a Request for Allocation of BusAID Round 1 Funding for the El Camino Real Bus Boarding Islands and Bus Stop Balancing Project in Redwood City Resolution
7. Public Comment for Items Not on the Agenda
Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.

8. Report of the Chair
 - 8.a. Report from Audit Committee Meeting of September 4 Informational
 - 8.b. Proclamation Honoring Hispanic Heritage Month Motion
 - 8.c. Proclamation Honoring Transit Month Motion
9. Report of the General Manager/CEO Informational
10. Board Member Requests/Comments
11. Recess to Committee Meetings
 - 11.a. Community Relations Committee / Committee of the Whole
B. Esser (Chair), R. Mueller, P. Ratto
 - 11.a.1. Call to Order
 - 11.a.2. Approval of Minutes of the Community Relations Committee Meeting of August 7, 2024 Motion
 - 11.a.3. Accessible Services Update Informational
 - 11.a.4. Paratransit Advisory Council Update Informational
 - 11.a.5. Monthly State of the Service Report | July 2024 Informational
 - 11.a.6. Adjourn
 - 11.b. Finance Committee / Committee of the Whole
M. Chuang (Chair), D. Canepa, J. Powell
 - 11.b.1. Call to Order
 - 11.b.2. Approval of Minutes of the Finance Committee Meeting of August 7, 2024 Motion
 - 11.b.3. Authorizing an Amendment to a Contract with Wipro, LLC to Extend the Term for Four Years and Increase the Contract Capacity by \$9,245,383, from \$14,839,885 to \$24,085,268, for PeopleSoft Hosting and Application Support Services Motion

- | | |
|--|---------------|
| 11.b.4. Consider Global Wage Increase for Non-represented Administrative Employees | Motion |
| 11.b.5. Awarding a Contract to Provide Coastside Shuttle Services for a Five-year Term | Motion |
| 11.b.6. Adjourn | |
| 11.c. Legislative Committee / Committee of the Whole
<i>P. Ratto (Chair), J. Gee, R. Medina</i> | |
| 11.c.1. Call to Order | |
| 11.c.2. Approval of Minutes of the Legislative Committee Meeting of August 7, 2024 | Motion |
| 11.c.3. State and Federal Legislative Update | Informational |
| 11.c.4. Adjourn | |
| 12. Reconvene Board of Directors Meeting | |
| 13. Matters for Board Consideration: Community Relations Committee | |
| 13.a. Accessible Services Update | Informational |
| 13.b. Paratransit Advisory Council Update | Informational |
| 13.c. Monthly State of the Service Report July 2024 | Informational |
| 14. Matters for Board Consideration: Finance Committee | |
| 14.a. Authorizing an Amendment to a Contract with Wipro, LLC to Extend the Term for Four Years and Increase the Contract Capacity by \$9,245,383, from \$14,839,885 to \$24,085,268, for PeopleSoft Hosting and Application Support Services | Resolution |
| 14.b. Consider Global Wage Increase for Non-represented Administrative Employees | Resolution |
| 14.c. Awarding a Contract to Provide Coastside Shuttle Services for a Five-year Term | Resolution |

15. Matters for Board Consideration: Legislative Committee

15.a. State and Federal Legislative Update Informational

16. Communications to the Board of Directors Informational

17. Date/Time of Next Regular Meeting - Wednesday, October 9, 2024, at
2:00 pm

The meeting will be accessible via Zoom teleconference and/or in person at the San Mateo County Transit District, Bacciocco Auditorium, 2nd Floor, 1250 San Carlos Avenue, San Carlos, CA. Please see the meeting agenda for more information.

18. General Counsel Report

18.a. Closed Session: Conference with Real Property Negotiators Pursuant to Government
Code Section 54956.8

Property: 166 N. Rollins Road, Millbrae

Agency Negotiator: April Chan, District General Manager/CEO

Negotiating Party: Peninsula Corridor Joint Powers Board

Under Negotiation: Price and Terms of Lease

19. Adjourn

Information for the Public

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

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

Date and Time of Board and Citizens Advisory Committee Meetings

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

Location of Meeting

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

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

Public Comment

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

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Accessible Public Meetings/Translation

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

Availability of Public Records

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

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos,
California**

**Minutes of Board of Directors Meeting
August 7, 2024**

Members Present: B. Esser, M. Fraser (Chair), J. Gee (Vice Chair), R. Medina, J. Powell,
(In Person) P. Ratto

Members Present: D. Canepa (joined from 3:52 to 5:00 pm)
(Via Teleconference)

Members Absent: M. Chuang, R. Mueller

Staff Present: A. Chan, K. Jordan Steiner, D. Olmeda, S. van Hoften, D. Santoro,
J. Brook, D. Seamans

1. Call to Order/Pledge of Allegiance

Chair Marina Fraser called the meeting to order at 2:00 pm and led the Pledge of Allegiance.

2. Roll Call

District Secretary Dora Seamans confirmed that a Board quorum was present.

3. Report from Closed Sessions at July 10 Board Meeting

3.a. Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6

Agency-designated Representatives: Pat Glenn and David Olmeda

Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees)

3.b. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8

Property: 166 N. Rollins Road, Millbrae

Agency Negotiator: April Chan, District General Manager/CEO

Negotiating Party: Peninsula Corridor Joint Powers Board

Under Negotiation: Price and Terms of Lease

Shayna van Hoften, Legal Counsel, said there were no reportable actions for either of the two closed sessions.

4. Consent Calendar

4.a. Approval of Minutes of the Board of Directors Meeting of July 10, 2024

4.b. Acceptance of Capital Projects Quarterly Status Report for 4th Quarter Fiscal Year 2024

4.c. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook

4.d. Adopting an Organizational Conflict of Interest Policy for Design-build Projects – Approved by Resolution No. 2024-24

4.e. Information on Statement of Revenues and Expenses for the Period Ended June 30, 2024

Motion/Second: Medina/Gee

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

Noes: None

Absent: Canepa, Chuang, Mueller

5. Public Comment for Items Not on the Agenda

There were no comments.

6. Report of the Chair

6.a. Report from Attendance at the APTA Board Member Seminar in San Jose, CA from July 14 through July 16, 2024

Director Brooks Esser provided the report on behalf of himself and Director Marie Chuang on their attendance at the recent APTA (American Public Transportation Association) seminar.

6.b. Proclamation in Honor of Sammi Riley

Chair Fraser introduced Sammi Riley, retiring member of the Paratransit Advisory Council, and presented the proclamation.

Public Comment:

Ben McMullan, Paratransit Advisory Council Chair, thanked Ms. Riley for all her contributions.

Ms. Riley expressed her appreciation of the Redi-Wheels program.

Motion/Second: Gee/Medina

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

Noes: None

Absent: Canepa, Chuang, Mueller

6.c. Proclamation Expressing Appreciation to Dora Seamans

Chair Fraser summarized the proclamation commemorating Ms. Seamans on her years of service to the SamTrans Board. The Directors expressed their appreciation of her work with the Board and wished her well in her future endeavors.

Public Comment:

Roland Lebrun thanked Ms. Seamans for her assistance over the years in responding to his requests for information.

Motion/Second: Gee/Medina

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

Noes: None

Absent: Canepa, Chuang, Mueller

7. Report of the General Manager/CEO

7.a. General Manager/CEO Report – July 31, 2024

April Chan, General Manager/CEO, expressed appreciation to Ms. Riley. She commended Ms. Seamans on her professionalism and dedication.

She provided highlights that included the following:

- She and Vice Chair Jeff Gee were on a panel with CEOs and Board members from three other transit agencies at the APTA Board Member Seminar. They discussed how to establish effective relationship between CEOs and their Boards.
- SamTrans received an outstanding agency award from APTA as a medium-sized transit agency with 3 to 15 million in annual ridership. In celebrating the honors, we will be offering a free transit day to express appreciation to riders. As of June 30, 2024, SamTrans achieved 10 million in annual ridership.
- Update on the regional transportation measure and MTC's formation of a Select Committee, the membership of which includes Supervisor David Canepa representing San Mateo County. The goal of the MTC Select Committee is to agree on a funding framework by year's end in time for legislative cycle starting in 2025.
- Merchandise is now available at the SamTrans online store, which is taking pre-orders for holiday sweaters, among others.

7.b. Equal Employment Opportunity (EEO) District Data Report

Wendy Lau, Deputy Director, Office of Civil Rights, provided the presentation on the District's workforce statistics covering January 1 through June 14, 2024.

Chair Fraser asked if there were any women mechanics at SamTrans. Ms. Lau said they have a very low number and that it is a national issue.

8. Board Member Requests/Comments

There were none.

9. Recess to Committee Meetings

The Board meeting recessed to Committee meetings at 2:43 pm.

10. Reconvene Board of Directors Meeting

Chair Fraser reconvened the Board meeting at 3:25 pm.

11. Matters for Board Consideration: Community Relations Committee

Chair Fraser reported on the following items:

- 11.a. Accessible Services Update**
- 11.b. Citizens Advisory Committee Update**
- 11.c. Paratransit Advisory Council Update**
- 11.d. Monthly Performance Report | June 2024**

12. Matters for Board Consideration: Finance Committee

Chair Fraser led the Board in voting on the following item:

- 12.a. Awarding a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term – Approved by Resolution No. 2024-25**

Motion/Second: Gee/Powell

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

Noes: None

Absent: Canepa, Chuang, Mueller

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

Chair Fraser led the Board in voting on the following item:

- 13.a. Expansion of Same-day Paratransit Service Pilot Program**

Motion/Second: Esser/Medina

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

Noes: None

Absent: Canepa, Chuang, Mueller

14. Matters for Board Consideration: Legislative Committee

Chair Fraser reported on the following item:

- 14.a. State and Federal Legislative Update**

15. Communications to the Board of Directors

Chair Fraser noted that the correspondence was in the agenda packet (available online).

16. Date/Time of Next Regular Meeting

Chair Fraser announced the time and location of the next meeting as Wednesday, September 4, 2024 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

17. General Counsel Report

- 17.a. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Paul Ghenis v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-04138**
- 17.b. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Christine Ferrera v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 20-CIV-01688**

- 17.c. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(d)(1): Estate of Nemesio Isorena, et al. v. San Mateo County Transit District, et al., Superior Court of California, County of San Mateo, Case No. 23-CIV-05309**
- 17.d Closed Session: Conference with Labor Negotiators Pursuant to Government Code Section 54957.6**
- Agency-designated Representatives: Pat Glenn and David Olmeda**
Employee Organizations: Amalgamated Transit Union Local 1574 (Bus Operators and Maintenance, and Customer Service Employees)
- 17.e. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8**
- Property: 166 N. Rollins Road, Millbrae**
Agency Negotiator: April Chan, District General Manager/CEO
Negotiating Party: Peninsula Corridor Joint Powers Board
Under Negotiation: Price and Terms of Lease

Ms. van Hoften announced the closed sessions and said she would provide a report-out at the next regular Board meeting on September 4 as no action was anticipated following the closed sessions.

The Board adjourned to closed session at 3:28 pm.

Director David Canepa joined the meeting from 3:52 to 5:00 pm.

18. Adjourn

The meeting adjourned at 5:22 pm.

An audio/video recording of this meeting is available online at <https://www.samtrans.com/about-samtrans/video-board-directors-cac-and-measure-w-coc>. Questions may be referred to the District Secretary's office by phone at 650-508-6242 or by email to board@samtrans.com.

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Statement of Revenues and Expenses for the Period
Ending July 31, 2024**

Action

Staff proposes that the Board accepts and enters into the record the Statement of Revenues and Expenses for the period ending July 31, 2024 and supplemental information.

This staff report provides a brief discussion of significant items and trends in the attached Statement of Revenues and Expenses through July 31, 2024. The columns have been designed to provide an easy comparison of current year-to-date actuals to information for the year-to-date budget, including dollar and percentage variances.

Sources:

As of July 31, 2024, sources were \$28.9 million (M) compared to \$28.4M of the adopted budget, resulting in a favorable variance of \$0.6M (2.2%), driven by Investment Income, which was \$1.9M compared to the adopted budget of \$0.7M, resulting in a favorable variance of \$1.2M (177.5%). This variance is driven by short term rates remaining higher than longer due to the battle with inflation. We have taken advantage of these short-term rates and are in the process of moving funds out to lock in rates. It is uncertain but rates going forward are likely to moderate down to where budgeted at 3.30%.

Uses:

As of July 31, 2024, uses were \$31.5M as compared to \$35.9M of the adopted budget, resulting in a favorable variance of \$4.3M (12.1%), driven by Motor Bus, which was \$18.8M as compared to \$22.8M of the adopted budget, resulting in a favorable variance of \$4.0M (17.8%). These savings are mainly due to timing and are expected to resolve by Fiscal Year End. The drivers of these interim savings are legal services, technical services including security and software; and Contracted Urban Bus (CUB).

Other Information:

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

Budget Impact

Acceptance of the July 2024 Statement of Revenues and Expenses has no budget impact.

Prepared By:	Kyle Huie	Accountant III	650-551-6180
	Annie To	Director, Accounting	650-622-7890



**SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2024
AS OF JULY 31, 2024**

(In thousands)

	YEAR-TO-DATE				ANNUAL
	JULY				
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES					
Operating Revenues					
Passenger Fares	\$ 1,404	\$ 1,158	\$ (245)	(17.5%)	\$ 12,311
Local TDA and STA Funds	5,796	5,796	-	0.0%	69,556
Operating Grants	313	23	(290)	(92.6%)	3,759
SMCTA Measure A	392	350	(42)	(10.6%)	4,703
Subtotal - Operating Revenues	7,905	7,328	(577)	(7.3%)	90,330
Other Revenue Sources					
District Sales Tax	9,420	9,420	-	0.0%	117,568
Measure W Sales Tax	4,706	4,706	-	0.0%	58,784
Investment Income	686	1,903	1,217	177.5%	8,232
Other Interest, Rent & Other Income	387	788	401	103.7%	9,757
Due from PCJPB, SMCTA & SAMTR Capital W&B	5,252	4,832	(420)	(8.0%)	63,024
Subtotal - Other Revenues	20,451	21,650	1,198	5.9%	257,364
TOTAL REVENUES	\$ 28,357	\$ 28,978	\$ 621	2.2%	\$ 347,694
OPERATING EXPENSES					
PCJPB, SMCTA & SAMTR Capital W&B	5,252	4,832	420	8.0%	63,024
Motor Bus	22,836	18,766	4,070	17.8%	190,393
American Disabilities Act Programs	1,792	1,622	170	9.5%	21,782
Other Multi-Modal Programs	552	404	148	26.8%	6,666
Total Operating Expenses	30,431	25,623	4,808	15.8%	281,865
Sales Tax Allocation - Capital Program					
District Sales Tax Capital	1,233	1,233	-	0.0%	14,796
Measure W Sales Tax Capital	1,168	1,168	-	0.0%	14,016
Reserves for Future Measure W Capital Allocation	2,495	2,958	(462)	(18.5%)	29,944
Total Sales Tax Allocation - Capital Program	4,896	5,359	(462)	(9.4%)	58,756
Total Debt Service	562	567	(4)	(0.8%)	19,138
TOTAL EXPENSES	\$ 35,890	\$ 31,549	\$ 4,341	12.1%	\$ 359,759
SURPLUS/(DEFICIT)	(7,533)	(2,571)	4,962	65.9%	(12,066)
Draw from Prior Years' Surplus	-	-	-	-	12,066
ADJUSTED SURPLUS/(DEFICIT)	\$ (7,533)	\$ (2,571)	\$ 4,962	65.9%	-



**SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2024
AS OF JULY 31, 2024**

(In thousands)

REVENUES	YEAR-TO-DATE				ANNUAL
	JULY				
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
OPERATING REVENUES - MOTOR BUS					
Passenger Fares	\$ 1,294	\$ 1,089	\$ (205)	-15.8%	\$ 11,770
Local Transportation Development Act (TDA) Transit Fund	4,511	4,511	-	0.0%	54,130
State Transit Assistance (STA)	958	958	-	0.0%	11,500
Operating Grants	88	23	(65)	(73.9%)	1,059
Sales Tax Revenue	14,188	9,980	(4,207)	(29.7%)	90,615
Measure W Sales Tax	906	313	(592)	(65.4%)	10,868
Investment Interest Income	619	1,562	942	152.2%	7,432
TOTAL OPERATING REVENUES	22,564	18,437	(4,128)	(32.6%)	187,374
OTHER REVENUE SOURCES:					
Rental Income	157	233	75	47.9%	1,888
Advertising Income	84	64	(20)	(24.2%)	770
Other Income	30	33	3	8.9%	362
TOTAL OTHER REVENUES	272	329	58	21.2%	3,019
TOTAL REVENUES - MOTOR BUS	\$ 22,836	\$ 18,766	\$ (4,070)	(11.4%)	\$ 190,393
AMERICAN DISABILITIES ACT:					
Passenger Fares Redi-Wheels	110	69	(40)	(36.8%)	541
Local Transportation Development Act (TDA) 4.5 Redi-Wheels	237	237	-	0.0%	2,849
Local State Transit Assistance (STA) - Paratransit	90	90	-	0.0%	1,077
Operating Grants	225	-	(225)	(100.0%)	2,700
Sales Tax Revenue - American Disabilities Act	286	267	(19)	(6.6%)	3,956
Measure W Sales Tax - American Disabilities Act	286	267	(19)	(6.6%)	3,956
Interest Income - Paratransit Fund	67	342	275	412.5%	800
SMCTA Measure A Redi-Wheels	392	350	(42)	(10.6%)	4,703
Measure M Paratransit	100	-	(100)	(100.0%)	1,200
TOTAL ADA PROGRAMS	\$ 1,792	\$ 1,622	\$ (170)	(9.5%)	\$ 21,782
MULTI-MODAL TRANSIT PROGRAMS:					
Employer SamTrans Shuttle Funds	-	375	375	0.0%	5,355
Dumbarton Rental Income	15	84	68	449.5%	182
Sales Tax Revenue - General Operating Assistance	536	(55)	(591)	(110.3%)	1,129
TOTAL MULTI-MODAL PROGRAMS	\$ 552	\$ 404	\$ (148)	(26.8%)	\$ 6,666
Unapplied District Sales Tax		(772)			
Unapplied Measure W Sales Tax		4,126			
Due from PCJPB, SMCTA & SAMTR Capital W&B		4,832			
TOTAL REVENUES	\$ 25,179	\$ 28,978	\$ 3,799	15.1%	\$ 218,841



**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2024
AS OF JULY 31, 2024**

(In thousands)

EXPENSES	YEAR-TO-DATE				ANNUAL
	JULY				
	BUDGET	ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET
DISTRICT OPERATED BUSES					
Services:					
Motor Bus Wages & Benefits	\$ 15,447	\$ 14,325	\$ 1,123	(7.3%)	\$ 99,634
Board of Directors	12	13	(1)	(8.3%)	142
Contracted Vehicle Maintenance	79	4	76	95.3%	952
Property Maintenance	241	131	109	45.3%	2,887
Professional Services	429	70	359	83.6%	5,287
Technical Services	935	23	912	97.5%	12,852
Other Services	402	90	312	77.7%	4,966
Materials & Supplies:					
Fuel and Electricity*	395	343	52	13.1%	4,735
Bus Parts and Materials	292	269	23	7.8%	3,601
Uniforms and Driver Expense	56	4	53	93.3%	851
Timetables and Tickets	15	1	14	92.8%	176
Office Supplies / Printing	73	55	18	24.2%	745
Other Materials and Supplies	16	14	2	13.1%	188
Utilities:					
Telephone	64	5	59	92.2%	767
Other Utilities	160	86	74	46.3%	1,915
Insurance	301	412	(110)	(36.6%)	3,616
Claims Reserves and Payments	67	231	(165)	(247.1%)	800
Workers Compensation	320	240	80	24.9%	3,835
Taxes and License Fees	36	48	(12)	(34.8%)	426
Leases and Rentals	20	7	13	64.7%	242
Promotional and Legal Advertising	88	4	84	95.3%	948
Training and Business Travel	78	28	50	64.2%	958
Dues and Membership	25	8	16	66.0%	263
Postage and Other	21	3	18	87.1%	219
TOTAL DISTRICT OPERATED BUSES	\$ 19,569	\$ 16,413	\$ 3,156	16.1%	\$ 151,005
CONTRACTED BUS SERVICES					
Contracted Urban Bus Service	2,509	1,700	809	32.2%	30,104
Coastside Services	170	161	10	5.8%	2,045
Redi Coast Non-American Disabilities Act	17	30	(13)	(74.9%)	207
La Honda - Pescadero	4	-	4	100.0%	53
SamCoast - Pescadero	19	40	(22)	(115.7%)	225
Microtransit	277	235	42	15.1%	3,436
Contracted Urban Bus (CUB) Related Wages & Benefits	56	51	5	9.2%	726
Contracted Urban Bus (CUB) Related Other Support	14	5	9	66.3%	182
Contracted Urban Bus (CUB) Insurance	151	152	(1)	(1.0%)	1,810
Contracted Urban Bus (CUB) Claims Reserves & Payments	50	(21)	71	141.6%	600
TOTAL CONTRACTED BUS SERVICE	\$ 3,266	\$ 2,353	\$ 914	28.0%	\$ 39,388
TOTAL EXPENSES - MOTOR BUS	\$ 22,836	\$ 18,766	\$ 4,070	17.8%	\$ 190,393

*Fuel and Electricity costs were increased by a realized loss of \$3k from the fuel hedge program.



**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2024
AS OF JULY 31, 2024**

(In thousands)

EXPENSES	YEAR-TO-DATE JULY				ANNUAL
			\$	%	
	BUDGET	ACTUAL	VARIANCE	VARIANCE	BUDGET
AMERICAN DISABILITY ACT PROGRAMS					
Elderly & Disabled/Redi-Wheels	\$ 754	\$ 852	\$ (98)	(12.9%)	\$ 9,053
American Disabilities Act Sedans / Taxi Service	215	228	(13)	(5.8%)	2,585
American Disabilities Act Coastside	196	195	2	1.0%	2,358
American Disabilities Act Related Wages & Benefits	260	205	54	20.9%	3,378
American Disabilities Act Related Other Support	230	14	215	93.8%	2,776
American Disabilities Act Insurance	119	128	(9)	(7.2%)	1,433
American Disabilities Act Claims Reserves & Payments	17	-	17	100.0%	200
TOTAL AMERICAN DISABILITIES ACT PROGRAMS	\$ 1,792	\$ 1,622	\$ 170	9.5%	\$ 21,782
MULTI-MODAL TRANSIT PROGRAMS					
SamTrans Shuttle Service	494	375	119	24.1%	5,955
Shuttle Related Wages & Benefits	22	14	9	38.8%	290
Dumbarton Maintenance of Way	15	-	15	100.0%	182
Maintenance Multimodal Facilities	20	15	5	25.4%	239
TOTAL MULTI-MODAL PROGRAMS	\$ 552	\$ 404	\$ 148	26.8%	\$ 6,666
PCJPB, SMCTA & SAMTR Capital W&B		4,832			
TOTAL OPERATING EXPENSES	\$ 25,179	\$ 25,623	\$ (444)	(1.8%)	\$ 218,841
Sales Tax Allocation - Capital Program					
District Sales Tax Capital		1,233			
Measure W Sales Tax Capital		1,168			
Reserves for Future Measure W Capital Allocation		2,958			
Total Sales Tax Allocation - Capital Program		5,359			
Total Debt Service	562	567	(4)	(0.8%)	19,138
TOTAL EXPENSES	\$ 25,741	\$ 31,549	\$ (5,807)	(22.6%)	\$ 237,979

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/Chief Executive Officer
From: Kate Jordan Steiner, Chief Financial Officer
Subject: **Acceptance of Quarterly Fuel Hedge Update**

Action

Staff proposes the Board to review, accept, and enter into the record the report providing an update on the implementation of a fuel hedge strategy for the District.

Significance

The purpose of this report is to provide an update on the implementation and performance status of the Fuel Hedging Program (Program) established for The District. Attachment A provides a snapshot as to the current hedge asset and how it has changed in the past year. Going forward direction is being sought as to possible alternative strategies there may be to shifting a portion of this asset to explore possible hedging strategies for hydrogen and electricity as SamTrans moves toward a zero-emission fleet.

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

- Purchase new fuel hedge contracts for the upcoming fiscal year as market conditions allow, and to explore options and timing for hedge programs for zero emission fueling.
- Adjust the size of the hedge in order to protect The District's fuel budget against volatile price movements in the diesel fuel market as diesel fuel usage begins to be tempered.

Budget Impact

There is no impact on the budget.

Background

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

FY 2024 History

- As of June 30, 2024, the fuel hedging program had realized net gains of \$269,290 for the time period July 2023 through June 2024 – the entirety of FY 2024. This is approximately \$0.18 per gallon of realized gain for FY 2024. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$3.32 per gallon for FY 24.

- Total dollar budget for fuel for FY 2024 was \$3,608,500 based on \$2.84 per gallon budget before tax and fees and budgeted consumption of 1,270,508 gallons.
- Estimated total cost before tax and fees and after hedging for FY 2024 is \$4,869,626 or \$3.32 per gallon on 1,467,947 gallons. This renders an approximate budget deficit of \$-1,261,126 for FY 2024 driven by higher-than-expected fuel consumption and higher than expected prices before taxes and fees.

FY 2025 Prospective

- For FY 2025, there is currently an unrealized gain of \$103,194 which is \$0.08/gallon on all projected gallons for July 2024 through June 2025. This assumes projected consumption of 1,356,297 gallons for FY 2025.
- For FY 2025, approximately 88% (after tax) of the anticipated fuel usage is hedged. The projected cost for FY 25 excluding taxes and fees and including the hedge is \$2.93 per gallon (\$3.45/gallon with taxes, fees, and hedge) versus a currently planned budget estimate of \$3.21/gallon, excluding taxes and fees.
- Total dollar budget for fuel for FY 2025 is \$4,353,713 based on \$3.21 per gallon before tax and fees and estimated total consumption of 1,356,297 gallons. The estimated total cost before tax and fees and after hedging for FY 2025 as of 6/30/24 is \$3,976,653 or \$2.93 per gallon. This yields an expected budget surplus for FY 2025 of \$377,060.

FY 2024 Year End Hedge Asset Information

- Total futures account value as of 6/30/24 was \$2,375,471.17.
- Total futures account value as of 6/30/23 was \$1,620,952.16, a gain of \$754,519.01 during FY24.
- This current futures account value consists of:
 - \$1,938,959.10 in realized net gains (decreased fuel cost) since inception in May 2020. Realized net gains increased by \$269,290.16 during FY24. This realized net gain was applied to fuel cost resulting in a lower fuel cost for the fiscal year due to hedging.
 - \$200,000 in net cash contributions to the account by SamTrans since inception. There were no additions or withdrawals to or from the futures account by SamTrans during FY24.
 - Net interest income since inception of \$133,318.07. Net interest income during FY24 was \$100,588.65 based on Treasury securities transactions during the year, fees, and securities market values as of 6/30/23 and 6/30/24.
 - \$103,194.00 in unrealized gain (contingent future decreased fuel cost). The unrealized gain as of 6/30/23 was \$-281,446.20. Unrealized gain increased by \$384,640.20 during the year.

- Currently, \$2,089,782.75 of the value of the account is in the form of treasury securities with maturities of 90 days or less. At the end of FY23, the value of the Treasury securities was \$1,353,705.36. Remaining account values are in cash.

Prepared By:	Adela Alicic	Senior Financial Analyst	650-508-7981
	Kevin Beltz	Manager, Debt and Investments	650-508-6405

SamTrans Fuel Hedge Status at June 30, 2024

Attachment A

FY 2024	
Hedge Realized/Unrealized Gains	\$269,290.16
Supplier Actual/Expected Fuel Cost	\$5,882,455.20
Total Net Projected/Actual Cost Net of Hedge	\$5,613,165.04
OPIS Plus Diff Actual/Expected Cost	\$5,138,916.64
OPIS Plus Diff Actual/Expected Cost Net of Hedge	\$4,869,626.48
OPIS + Diff Budgeted Cost	\$3,608,500.00
OPIS plus Diff Actual vs. Budget (favorable budget variance)	-\$1,261,126.48
Percent Hedged/Consumed	100.00
Budget/Actual Gallons	1,467,947
Budgeted Gallons	1,270,508
Hedge Realized/Unrealized Gains - Cents Per Gallon	18.34
OPIS Plus Diff Budgeted Price C/G	284.02
OPIS Plus Diff Actual/Projected Cost Net of Hedge C/G	331.73
Total With Tax & Fees Implied Budget Cost - Cents Per Gallon	332.20
Supplier Actual/Expected Fuel Cost - Cents Per Gallon	400.73
Total Supplier Invoice Projected/Actual Cost NOH C/G	382.38
Market to Budget	

Denotes data in staff report

Futures Account Value

Cumulative Since Inception for FY2024	
Cumulative Fuel Expense (including brokerage fees)	-\$1,938,959.10
Cumulative net cash from SamTrans to futures account/securities	\$200,000.00
Contingent future fuel expense	-\$103,194.00
Cumulative Interest Income	\$133,318.07
Account Value: cash asset after fuel expense minus contingent fuel expense	\$2,375,471.17
Cash asset after fuel expense	\$2,138,959.10
Annual Fuel Expense from futures	-\$269,290.16
Annual Cash from SamTrans to futures account	\$0.00
Annual Cash from SamTrans to futures account less fuel expense	\$269,290.16
Annual Interest Income	\$100,588.65
Denotes data in staff report	

**San Mateo County Transit District
Staff Report**

To: Board of Directors

Through: April Chan, General Manager/CEO

From: David Covarrubias, Deputy Chief Financial Officer

Subject: **Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-related Products and Services Through Piggyback Contracts and Cooperative Purchasing Programs for an Aggregate Not-to-exceed Amount of \$8 Million for Fiscal Year 2025**

Action

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

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

- d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services.
3. Authorizes the General Manager/CEO or designee to execute contracts that commit the District to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year resolution's requested budget.
4. Authorizes the General Manager/CEO or designee to execute purchase orders, contracts, and other documents and actions to give effect to this proposed Resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases.
5. Establishes an aggregate, not-to-exceed limit of \$8 million for Fiscal Year 2025 for contracts authorized pursuant to this proposed Resolution.
6. Directs staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this proposed Resolution.

Significance

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

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

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

Further, this authority provides the District with a cost-effective means to support its standardization policy and provide the latest technology and related services through cooperative purchasing programs and piggybacks. Contracts issued under this authority address the District's requirements for equipment, hardware, software, services, licensing, maintenance agreements, and programmed replacement of equipment that has reached the end of its useful life or has become unsuited to address the District's future needs.

Budget Impact

Funds for these purchases are budgeted in the Fiscal Year (FY) 2025 Approved Operating and Capital Budgets, and the incremental cost for FY 2025 will be included in the FY 2025 budget amendment to the Board.

Background

Pursuant to the Procurement Policy adopted by the Board in 2023 (Resolution No. 2023-36), the Board must approve any purchase of goods and services exceeding \$250,000. Since 2010, the Board has granted the General Manager/CEO authority to execute technology-related contracts and amendments that exceed this standard Board-approved contract authority threshold. Beginning in FY 2024, the Board approved, via one resolution, both recurring contracts and cooperative agreements.

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

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

On an annual basis, the equipment purchases and service contracts must be renewed. These renewals are usually routine and predictable, and generally were competitively procured previously. Software and hardware are typically sold with licenses and maintenance agreements that require periodic renewal. Failing to renew maintenance support results in loss of software updates, and problems obtaining resolution assistance and repair services typically needed to keep a product in good operating order. In some cases, the product may not be legally used if maintenance and license renewals have not been obtained.

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

Procurements relating to District assets requiring payment of recurring annual or multi-year maintenance services, support, and license fees over \$250,000 may need to be accommodated in FY 2025, outside of cooperative purchase agreements or other pre-existing contracts.

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

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

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

The General Manager/CEO or designee will provide a quarterly report to the Board with a summary of the contracts awarded under this delegated authority.

Prepared By:	Javier Peraza	Procurement Administrator III	650-508-7758
	Michael Salazar	IT Operations Manager	650-551-6196

Resolution No. 2024-

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

* * *

Authorizing Execution of Contracts and Amendments for Information Technology Hardware, Software, Licenses, Maintenance Services and Professional Services, and Technology-related Products and Services Through Piggyback Contracts and Cooperative Purchasing Programs for an Aggregate Not-to-exceed Amount of \$8 Million for Fiscal Year 2025

Whereas, the San Mateo County Transit District (District) will require personal computers, computer peripherals, telecommunications equipment, reprographic equipment, servers, switches, maintenance agreements, software licensing, continuing product support and licenses, technology consulting, and other related services throughout Fiscal Year (FY) 2025 in order to replace equipment that has reached the end of its useful life and to meet the District's current and emerging technology needs; and

Whereas, the District desires to standardize procurement of the aforementioned equipment and services in the most cost-effective manner; and

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

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

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

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

Whereas, the General Manager/CEO recommends that the District participate in the above-mentioned programs, as well as additional cooperative purchasing programs and piggyback purchasing, to the extent such programs fully comply with the District's procurement authority and policy; and

Whereas, staff recommends that the General Manager/CEO or designee be authorized to execute contracts that exceed \$250,000 with vendors under District-approved cooperative purchasing programs and piggyback purchasing to meet the District's personal computer/server, telecommunications, and other related technology equipment and professional service requirements for FY 2025, pursuant to the terms and conditions of each cooperative purchasing program's vendor agreements or piggyback agreement; and

Whereas, staff further recommends that the General Manager/CEO or designee be authorized to execute contracts that exceed \$250,000 with original equipment manufacturers, product licensors, their authorized distributors and consultants, and IT professional services and staff augmentation to meet the District's technology requirements for FY 2025, pursuant to the District's statutory procurement authority and procurement policy; and

Whereas, finally, staff recommends capping the purchasing authority established by this Resolution at an aggregate, not-to-exceed amount of \$8 million for FY 2025.

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

Transit District hereby:

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

- c. Professional and staff augmentation services for information technology, pursuant to the District's procurement authority and policy; and
 - d. Expansion or modification of previously competitively procured proprietary software from an original provider when the original provider is the only source of such software and/or related services; and
3. Authorizes the General Manager/CEO or designee to execute contracts that commit the District to multi-year service terms that exceed one fiscal year's allocated budget, with the understanding that each subsequent service year will be accounted for in the following fiscal year resolution's requested budget; and
 4. Authorizes the General Manager/CEO or designee to execute purchase orders, contracts, and other documents and actions to give effect to this resolution, including any agreements with other agencies' cooperative purchasing programs and piggyback purchasing for administrative fees for processing these purchases; and
 5. Establishes an aggregate, not-to-exceed limit of \$8 million for Fiscal Year 2025 for contracts authorized pursuant to this Resolution; and
 6. Directs staff to provide a report to the Board of Directors on a quarterly basis advising of actions taken pursuant to the authority conferred by this Resolution.

Regularly passed and adopted this 4th day of September, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

**San Mateo County Transit District
Staff Report**

To: Board of Directors
Through: April Chan, General Manager/CEO
From: Josh Mello, Executive Officer, Planning and Development
Subject: **Approving a Request for Allocation of BusAID Round 1 Funding for the El Camino Real Bus Boarding Islands and Bus Stop Balancing Project in Redwood City**

Action

Staff recommends the Board of Directors authorize the General Manager/CEO, or her designee, to apply for, execute funding agreements and take such other actions as may be necessary to receive \$1.4 million in federally-funded One Bay Area Grant 3 Congestion Mitigation and Air Quality Improvement (OBAG 3 – CMAQ) funds from the Metropolitan Transportation Commission (MTC) to complete Preliminary and Final Design for the El Camino Real Bus Boarding Islands and Bus Stop Balancing Project in Redwood City.

Significance

The Bus Accelerated Infrastructure Delivery (BusAID) Program is a part of MTC’s Blue Ribbon Transit Transformation Action Plan initiative to reduce transit travel times and improve transit reliability, with a focus on near-term improvements. The San Mateo County Transit District (District) was one of six transit operators to be awarded competitive funding for a total of eight projects that address transit delay/reliability “hot spots” that could benefit from transit priority investments. MTC approved funding for these projects in May 2024 after endorsement in April 2024 by the Regional Network Management Council.

The proposed grant for the Redwood City El Camino Real Bus Boarding Islands and Bus Stop Balancing Project (Project) will fund pre-construction costs for adding thirteen concrete bus boarding islands along El Camino Real in Redwood City and unincorporated North Fair Oaks. The Project will be incorporated into the Bike Safety SHOPP¹ Project 1W130 along El Camino Real (State Route 82), slated for construction in 2028 and will implement a Class IV separated bikeway along El Camino Real from Brewster to Selby. The Caltrans SHOPP Project 1W130 is focused on implementation of high-quality protected bikeways along El Camino Real.

In advance of the Project, the District has already implemented several associated bus stop changes as a part of *Reimagine SamTrans*. Bus stop relocations from the near-side to the far-side of intersections went into effect in Phase III of Reimagine SamTrans (Runbook 145, February 2024), taking advantage of the corridor’s transit signal priority system. As part of the Project, bus boarding islands will incorporate shelters and pedestrian access improvements

¹ SHOPP: State Highway Operation and Protection Program

consistent with the District’s El Camino Real Bus Speed and Reliability Study (ECR Study) and the Bus Stop Improvement Plan.

Caltrans’ upcoming Bike Safety SHOPP Project 1W130 will separate bicyclists from buses and remove on-street parking, but it does not accommodate bus transit and will require buses to weave into the bike lane at stops. It also will not include bus boarding islands, which could exacerbate delays. To address these concerns, the District approached Redwood City and Caltrans with a proposal to alter the Caltrans Bike Safety project and address slow-speed segments along El Camino Real in Redwood City by implementing bus stop balancing, stop relocations, and installation of bus boarding islands. This proposal became the basis of the Project, with \$1.4 million awarded to the District to act as Project Sponsor in bringing the Project through Preliminary and Final Design. The District will work closely with Caltrans, Redwood City and San Mateo County as project partners in this effort, as the Project will sync up with Caltrans’ project in the Preliminary Design phase.

Budget Impact

The District would be allocated \$1.4 million in OBAG 3 – CMAQ funding by May 2025 for the Project phases as described above. The funding would then be amended into the District’s Fiscal Year 2025 Capital Budget.

Background

The ECR Study analyzed the impact of slowdowns on SamTrans bus service on El Camino Real and identifies potential changes to achieve faster and more reliable service. The ECR Study and its final report were adopted by the District’s Board of Directors in December 2022. Route ECR functions as the backbone of the SamTrans bus network, but it faces speed and reliability issues throughout the 25-mile corridor. The ECR Study identified transit priority measures to improve speed and reliability and emphasized improvements in Redwood City, which is among the slowest segments for Route ECR, with buses traveling on average only 9 miles per hour compared to a corridor-wide average of 12 miles per hour.

The Project is expected to improve safety and multimodal access, which are desperately needed as El Camino Real in Redwood City is on C/CAG’s Local Road Safety Plan High Injury Network. The planned bus boarding islands will improve bus speed and reliability by enabling buses to stop and board passengers in the lane of traffic, thereby decreasing the amount of time lost when merging in and out of traffic and avoiding potential conflicts with bicyclists. The combination of the stop relocations and planned improvements is expected to reduce travel times in Redwood City by approximately four minutes in each direction while enabling more reliable operations (based on analysis provided in the ECR Study). Faster and more reliable service would broaden the appeal of Route ECR to attract new riders, improve service for existing riders, and improve operator experience.

Prepared By:	Cassie Halls	Major Corridors Manager, Planning	(650) 508-7766
	Millie Tolleson	Director, Planning	(650) 622-7815

Resolution No. 2024-

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

* * *

Approving a Request for Allocation of BusAID Round 1 Funding for the El Camino Real Bus Boarding Islands and Bus Stop Balancing Project in Redwood City

Whereas, the San Mateo County Transit District (herein referred to as “Applicant”) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$1,421,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as “Regional Discretionary Funding”) for the Redwood City El Camino Real Bus Boarding Islands and Bus Stop Balancing Project (herein referred to as “Project”) for the BusAID Round 1 Funding (herein referred to as “Program”); and

Whereas, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the “Federal Transportation Act”) including, but not limited to the STP (23 U.S.C. § 133), the CMAQ (23 U.S.C. § 149), the CRP (23 U.S.C. § 175), and the TA set-aside (23 U.S.C. § 133); and

Whereas, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

Whereas, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

Whereas, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

Whereas, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

Whereas, MTC has adopted the Bus Accelerated Infrastructure Delivery (BusAID) Program (MTC Resolution No. 4647), which is a Blue Ribbon Transit Transformation Action Plan initiative to reduce transit travel times and improve transit reliability, with a focus on near-term improvements; and

Whereas, Applicant is an eligible sponsor for Regional Discretionary Funding; and

Whereas, as part of the application for Regional Discretionary Funding for the BusAID program, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and Bus Accelerated Infrastructure Delivery Program Guidelines (MTC Resolution No. 4647); and
- the assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal TIP; and

- that the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- that the Project will comply with all project-specific requirements as set forth in the Program; and
- that Applicant has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by Applicant; and
- in the case of a transit project, the Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and

Whereas, that Applicant is authorized to submit an application for Regional Discretionary Funding for the Project; and

Whereas, there is no legal impediment to Applicant making applications for the funds; and

Whereas, there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of Applicant to deliver such Project; and

Whereas, Applicant authorizes its General Manager/CEO or designee to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

Whereas, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

Now, Therefore, Be It Resolved that the Applicant is authorized to execute and file an application for funding for the Project for Regional Discretionary Funding under the Federal Transportation Act or continued funding; and

Be It Further Resolved that Applicant will provide any required matching funds; and

Be It Further Resolved that Applicant understands that the Regional Discretionary Funding for the Project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the Applicant from other funds, and that Applicant does not expect any cost increases to be funded with additional Regional Discretionary Funding; and

Be It Further Resolved that Applicant understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and Bus Accelerated Infrastructure Delivery Program Guidelines (MTC Resolution No. 4647), and Applicant has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by Applicant; and

Be It Further Resolved that Project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and

Be It Further Resolved that Applicant has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and

Be It Further Resolved that Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program; and

Be It Further Resolved that, in the case of a transit project, Applicant agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and

Be It Further Resolved that Applicant is an eligible sponsor of Regional Discretionary Funding funded projects; and

Be It Further Resolved that Applicant is authorized to submit an application for Regional Discretionary Funding for the Project; and

Be It Further Resolved that there is no legal impediment to Applicant making applications for the funds; and

Be It Further Resolved that there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of Applicant to deliver such Project; and be it further

Be It Further Resolved that Applicant authorizes its General Manager/CEO or designee to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

Be It Further Resolved that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

Be It Further Resolved that the MTC is requested to support the application for the Project described in the resolution, and if approved, to include the Project in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

Regularly passed and adopted this 4th day of September, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary

Resolution Attachment A

San Mateo County Transit District: BusAID Round 1 Funding for the El Camino Real Bus Boarding Islands and Bus Stop Balancing Project in Redwood City

Scope of Work

- The Project will add thirteen concrete bus boarding islands along El Camino Real in Redwood City and unincorporated North Fair Oaks.
- Bus boarding islands will be incorporated into the planned Caltrans Bike Safety SHOPP¹ Project along El Camino Real during the Plans, Specifications & Estimates (PS&E) phase
 - Deliverables: PS&E design documents, Cooperative Agreement with Caltrans/Redwood City
- Develop and implement a Project Evaluation Plan.
 - Deliverable: Project Evaluation Plan
 - Proposed performance measures:
 - Transit vehicle travel time (50%)
 - Transit vehicle travel time variance (90%-50%)
 - Data collection:
 - Pre-Project data will be collected approximately 3-6 months prior to implementation
 - Post-Project data will be collected one year following pre-Project data to control for seasonal variation in traffic conditions

Schedule

Phase-Milestone	Month/Year	
	Start Date	Completion Date
Planning/Conceptual	N/A	N/A
Environmental Document (ENV)		3/2026
Preliminary Engineering (PE / PA&ED)		12/2026
Final Design - Plans, Specifications, & Estimates (PS&E)	1/2027	12/2027
Right-of-Way Activities / Acquisition (R/W)	N/A	N/A
Construction (Begin – Open for Use) (CON)	1/2028	6/2030
Pre-/Post-Project Evaluation (EVAL) <i>Will measure project impact on transit speed/reliability. This may be outside of the 18 – 24-month project duration, and pre-project evaluation may use existing data.</i>		12/2030
Note: The above timeline is based on Caltrans' Bikeway Improvement Project. SamTrans intends to work with Caltrans to implement these improvements during their construction process.		

¹ SHOPP: State Highway Operation and Protection Program

Resolution Attachment A**Budget/Funding Plan**

Project Phase	BusAID Grant Award	Local Match	Total Secured Funding	<i>Remaining Funding Needed</i>	<i>Total Project Cost</i>
Planning/Conceptual	Phase Complete			<i>Phase Complete</i>	
Environmental Document (ENV)	\$568,363	\$73,637	\$642,000		<i>\$642,000</i>
Preliminary Engineering (PE/PA&ED)	\$284,181	\$36,818	\$321,000		<i>\$321,000</i>
Final Design (PS&E)	\$568,363	\$73,637	\$642,000		<i>\$642,000</i>
Right-of-Way (R/W)	N/A	N/A	N/A	<i>N/A</i>	<i>N/A</i>
Construction (CON)	\$0	TBD	TBD	<i>\$5,685,512</i>	<i>\$5,685,512</i>
Evaluation (EVAL)	\$0	TBD	TBD	<i>\$0</i>	<i>TBD</i>
Total	\$1,420,907	\$184,094	\$1,605,000	<i>\$5,685,512</i>	<i>\$7,290,512</i>

Please note that the BusAID grant only covers pre-construction costs. Construction costs are an estimate and only provided for reference.

Proclamation

Honoring Hispanic Heritage Month

Whereas, from September 15, 2024 through October 15, 2024, the United States 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/Latinx 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, 24.8% of San Mateo County's residents identify as Hispanic or Latino; and

Whereas, a survey from 2021 showed that nearly half of SamTrans riders, 41%, are of Hispanic/Latino origin; and

Whereas, SamTrans prides itself as a system that is open and welcoming to everyone, considers access to transportation a fundamental civil right as it allows individuals to move freely and communities to grow and thrive, and believes transportation 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 Latinx community.

Regularly passed and adopted this 4th day of September, 2024.



Chair, San Mateo County Transit District

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 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, SamTrans was recently awarded with the Outstanding Public Transportation System Achievement award by the American Public Transportation Association (APTA) that honors transit agencies that demonstrate superior achievement in efficiency and effectiveness; and

Whereas, this month provides an opportunity to engage with local transit agencies, participate in events, and learn more about how public transportation supports our community and our environment; and

Whereas, on Monday, Sept. 16, SamTrans will have a Rider Appreciation Day and will provide free fares for all customers as a thank you for helping to make SamTrans one of the most outstanding public transportation systems in the nation.

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 4th day of September, 2024.



Chair, San Mateo County Transit District

BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO



Memorandum

Date: August 28, 2024
To: SamTrans Board of Directors
From: April Chan, General Manager/CEO
Subject: General Manager/CEO Report

Free Ride Day

In honor of Transit Month in September, the full implementation of Reimagine SamTrans, and in celebration of earning the prestigious 2024 APTA Outstanding Public Transportation System Award for BEST medium-sized transit system in the nation, SamTrans will offer free fares on Monday, September 16, 2024. The District will commemorate “Rider Appreciation Day” in an effort to thank our community for their support and encourage more people to experience the benefits of public transportation. Free fares will be offered on all SamTrans services including, fixed-route bus, Redi-Wheels, RediCoast, and Ride Plus micro transit. This is the second time SamTrans has been recognized as the best medium-sized transit service in the nation; it’s first award dates back to 1988.

SamTrans fixed-route ridership achieved a 90.6 percent recovery rate in FY 2024 compared to the 12 months prior to COVID. The 90.6 percent ridership recovery rate is higher than the vehicle revenue miles recovery rate of 85.9 percent, none of the local peer agencies and out-of-state agencies achieved this efficiency. The local rail ridership recovery continues to be slow to recovery and is less than half the vehicle revenue miles recovery rate.

	12 Months Prior to COVID Pandemic	12 Months Ending June 2024	Ridership Recovery Rate	Vehicle Revenue Miles Recovery Rate
SamTrans	10,985,900	9,952,614	90.6%	85.9%
AC Transit	54,654,562	39,464,192	72.2%	84.7%
SFMTA	212,085,709	156,014,177	73.6%	91.2%
VTA	27,501,589	22,626,538	82.3%	98.6%
Dallas	37,679,113	28,449,814	75.5%	82.6%
Seattle - King	122,324,823	79,821,347	65.3%	84.1%

	12 Months Prior to COVID Pandemic	12 Months Ending June 2024	Ridership Recovery Rate	Vehicle Revenue Miles Recovery Rate
Chicago	240,056,357	173,581,806	72.3%	87.9%
Atlanta	51,948,568	33,066,907	63.7%	84.0%
New York MTA	734,703,649	638,038,363	86.8%	96.9%
National Bus	4,573,946,741	3,621,482,165	79.2%	91.4%
Caltrain	18,737,562	7,127,126	38.0%	83.2%
BART Extension	13,425,741	5,747,733	42.8%	NA
BART System	127,479,046	54,927,366	43.1%	92.8%
National Rail	4,916,367,603	3,365,536,462	68.5%	95.7%
Total NTD Trips	9,983,577,737	7,340,461,908	73.5%	91.6%

Bus Operator Staffing

	Approved FTEs	Trainees	No. Bus Operators*
Bus Operators	348	9	356

* This number excludes the 9 Bus Operator Trainees.

Miles Between Preventable Accidents

Directly operated and contracted services for fixed route services did not meet the goal of 100,000 miles between preventable accidents during the month of July 2024. Safety is an on-going effort, and the District is committed to improve the safety culture with contracted services and with its employees who directly operate transportation services. The District established a safety committee with representatives from various departments to review safety performance and to identify actions to improve the system’s safety performance. Safety campaigns are issued with a focus on specific actions or fundamental skills to aid the bus operators. Accident evaluations are performed seeking trends and a better understanding of root causes. Most recently the District initiated a mentorship program to assist bus operators in their overall duties, including safe driving. The District also provides incentives and recognitions for safe driving.

Below is a table illustrating the miles between accidents performance by mode and location.

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
North Base	285,976	4	71,494
South Base	204,210	5	40,842
CUB	225,855	7	32,265
Fixed Route Tot.	739,942	18	41,108

	Total Miles	Preventable Accidents	Miles Between Preventable Accidents
ADA	166,270	2	83,135
Micro Transit	12,843	0	N/M

Safety Campaign

The new Safety Campaign focuses on Critical Thinking. Pay attention to your internal alarm, it alerts you of potential dangers on the road or in the bus. Trust your intuition. Experience and training matters. Stay in the present and remain mindful because it improves your ability to follow your intuition. Remember to rely on your training and avoid taking shortcuts. Don't hesitate to seek clarity or additional information. When in doubt, contact Radio Control.

Regional/MTC Matters

The MTC Transportation Revenue Measure Select Committee met on August 26 to discuss a variety of scenarios for a revenue measure. The parallel Executive Group composed of Bay Area transit agency General Managers and Executives met prior to the Select Committee on August 23. MTC is putting forward three options, a four-county measure (mandatory for San Mateo, San Francisco, Alameda and Contra Costa counties and opt in for the rest), a nine-county measure, and an alternative option of coordinated local measures. Both groups will continue to meet into the fall. Staff will report out the progress of these meetings at the September 2024 Board meeting.

Employee of the Month (EOM) Recognitions, July 2024

Bus Operator EOM for North Base, **Thien Mai**. This is Thien's first EOM award during his first year of service with the District.

Bus Operator EOM for South Base, **Nashwan Alqussari**. This is Nashwan's first EOM award during his first year of service with the District.

Bus Maintenance EOM for North Base, **Ira Cornet, Storekeeper**. This is Ira's second EOM Award during her two years of service with the District.

Bus Maintenance EOM for South Base, **Philip Farinas, Mechanic A**. This is Philip's sixth EOM Award during his 19 years of service with the District.



BOARD OF DIRECTORS 2024

MARINA FRASER, CHAIR
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DAVID J. CANEPA
MARIE CHUANG
BROOKS ESSER
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RAY MUELLER
JOSH POWELL
PETER RATTO

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

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

San Mateo County Transit District

Wednesday, September 4, 2024 – 3:00 pm

- | | |
|--|---------------|
| 11.a.1. Call to Order | |
| 11.a.2. Approval of Minutes of the Community Relations Committee Meeting of August 7, 2024 | Motion |
| 11.a.3. Accessible Services Update | Informational |
| 11.a.4. Paratransit Advisory Council Update | Informational |
| 11.a.5. Monthly State of the Service Report July 2024 | Informational |
| 11.a.6. Adjourn | |

Committee Members: Brooks Esser (Chair), Ray Mueller, Peter Ratto

Note:

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

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Community Relations Committee Meeting /
Committee of the Whole**

August 7, 2024

Committee Members Present: B. Esser (Chair), P. Ratto

Committee Members Absent: R. Mueller

Other Board Members Present Constituting Committee of the Whole: M. Fraser, J. Gee, R. Medina, J. Powell

Other Board Members Absent: D. Canepa, M. Chuang

Staff Present: A. Chan, K. Jordan Steiner, D. Olmeda, S. van Hoften, D. Santoro, J. Brook, D. Seamans

9.a.1. Call to Order

Committee Chair Brooks Esser called the meeting to order at 2:43 pm.

9.a.2. Approval of Minutes of the Community Relations Committee Meeting of July 10, 2024

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Canepa, Chuang, Mueller

9.a.3. Accessible Services Update

Tina Dubost, Manager, Accessible Services, thanked Sammi Riley for her 17 years on the PAC (Paratransit Advisory Council) and helping riders to use Redi-Wheels.

9.a.4. Citizens Advisory Committee Update

There was no report.

9.a.5. Paratransit Advisory Council Update

Ben McMullan, PAC Chair, noted that Ms. Riley recently represented the PAC at the Inclusion Festival and wished her the best in the future.

9.a.6. Monthly Performance Report | June 2024

Ana Rivas, Director, Bus Transportation, provided the latest performance statistics showing average weekday ridership across all modes increased 7.3 percent over the same month in 2023.

She said the average weekday ridership for Ride Plus was 98 trips and the total ridership 2,703 trips, and 70 percent of ridership continues to be in East Palo Alto and 30 percent in Half Moon Bay.

Ms. Rivas said that monthly usage of the Youth Unlimited pass continues to increase and that they had made their goal of one service call per 25,000 miles.

Director Josh Powell asked if there was a breakdown of preventable accidents by contractor. Ms. Rivas said she would provide him with that information.

Ms. Rivas recognized the employees of the month.

9.a.7. Adjourn

The meeting adjourned at 2:49 pm.

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

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee
Through: April Chan, General Manager/CEO
From: David Olmeda, Chief Operating Officer, Tina Dubost, Manager, Accessible
Bus 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).

Minutes from the July 2024 PAL and PAC meetings are attached to this report.

Budget Impact

There is no impact to the budget.

Background

No additional information.

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

SAN MATEO COUNTY
PARATRANSIT ADVISORY COUNCIL (PAC)
Minutes of July 9, 2024, Meeting

ATTENDANCE:

Members in person:

Benjamin McMullan, Chair, CID; Tina Dubost, SamTrans; Sandra Lang, Community Member; Sammi Riley, Consumer, Vice Chair, Educ. Comm. Chair; Kathy Uhl, CoA; Marie Violet, Dignity Health. (Member attendance = 5/8, Quorum = Yes)

Members on Zoom:

Susan Capeloto, Dept. of Rehabilitation; Dao Do, Rosener House

Guests:

Marvin Ranaldson, Nelson\Nygaard (Zoom); Jane Stahl, PAC Staff; Kenneth Richardson, TransDev/Redi-Wheels; Vicky Churchill, TransDev/Redi-Wheels; Kelley Shanks, SamTrans (Zoom); Enrique Silvas (Zoom), SamTrans; Larisa Vaserman, Consumer; Sarah Verity, AbilityPath.

Absent:

Carmen Santiago, Catholic Charities

WELCOME/INTRODUCTIONS:

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

APPROVAL OF APRIL MINUTES:

Sandra Lang moved to approve the June meeting minutes; Sammi Riley seconded the motion. The minutes were approved.

PUBLIC COMMENTS:

Larisa Vaserman commented on her ride to the meeting. There were two people onboard when she was picked up; at the end there were 5 people with 2 wheelchairs and 2 walkers. She thought that the driver felt pressured, drove fast, the route went all over the county, and the ride was extremely uncomfortable. She questioned if scheduling such a full bus was normal and acceptable. A discussion ensued. Tina said that they do try to run the service as efficiently as possible. The travel time should be comparable to the same trip on a SamTrans bus. Marie asked if there was a limit on the number of wheelchairs and walkers that can be scheduled on one bus? Wheelchair and wheelchair information is asked when the ride is scheduled. Some buses can accommodate up to 3 wheelchairs; the smaller transit vans can accommodate up to 2 wheelchairs. Rides are only scheduled if there are enough wheelchair securement spots on the

vehicle. Vicky and Kenneth reported that the system parameters include many factors such as the number of devices, capacity, as well as determining the best route. As things change, dispatch can make changes to the schedule and how to maximize the service and workforce.

COMMITTEE REPORTS:

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

See page 9.

Education – Sammi Riley

They met on July 2nd. The following items were discussed:

- The PAC will have a table at the Inclusion Festival on Thursday, July 25th, from 11am-3pm, in Red Morton Park in Redwood City. Sammi will staff the table.
- The need for the public to know more about Redi-Wheels service. One idea was to prepare a one-page flyer; Jane will draft something. Possibly have the flyer available in hospital discharge departments, also in Parks & Recreation Departments.
- How to make sure that people are aware of the PAC videos, and that having an article in the *San Mateo Daily Journal*. Lynn found an article in “Open Doors; Open Opportunities” from 2016 that would be a starting point for a new article to be released.
- They reviewed an informative video from the SamTrans YouTube website from 2022, showing how to use Redi-Wheels.
- Jane shared a short article to be included in senior center newsletters, etc., talking about the role of the PAC.
- Tina advised that SamTrans could put a one-time piece on the PAC on the Redi-Wheels buses.

The next meeting is on September 3rd at 2pm. A committee chair is still needed.

Executive – Ben McMullan

The committee met on July 2nd.

1. They proposed renaming the PCC to PAC (Paratransit Advisory Council) so it is more descriptive of the group’s work.
Sandra moved to adopt the new name, Paratransit Advisory Council. Kathy Uhl seconded the motion. It was approved.
2. They proposed some agenda updates.
Jane handed out a sample agenda at the meeting and reviewed the changes. Sandra moved to accept the agenda with suggested changes; Kathy seconded the motion. It was approved.

3. They discussed changing the meeting pattern to every other month for the entire PAC.

Sandra thought there might be a loss of continuity in keeping the work going. The Executive Committee could meet every month with the full PAC meeting bi-monthly. Kathy thought it might have a negative effect on PAL and disability-related legislation as much of the information is time sensitive. Sandra thought the idea should be further discussed at the Executive Committee. Kathy suggested having specific issues discussed one month, then the regular agenda on the next. As everyone enjoys the presentations, Jane suggested putting together a presentation calendar and asked for topic suggestions.

The next meeting will be on September 3, at 1pm.

Nominations/Membership – Open

No report. This chair position is open to anyone who is interested.

OPERATIONAL REPORTS

PERFORMANCE REPORT

Tina referred the attendees to the performance report in the packet. Total ridership increased slightly compared to May 2023. The percentage of taxi trips remains low. The number of riders has increased. On time performance in May was not as good as was hoped but is close to 90%.

COMMENT STATISTICS REPORT

Most of the reports are consumer reports rather than comment cards. The cards are primarily complimentary. There are no trends or patterns in the comments, rather individual concerns.

SAFETY REPORT

Vicky Churchill reported five non-preventable incidents and one preventable incident in June. Taxis had one non-preventable incident.

LIAISON REPORTS

Agencies – Dao Do & Marie Violet

Dao reported that her agency participation is increasing as is the number of people using Redi-Wheels. Same-day service has been a valuable resource.

Marie suggested that agency family members might want to join the PAC as a resource.

ERC

Tina reported that the new Trapeze software is continuing to work well and they are still working on the move from mobile data terminals to tablets.

Commission on Disabilities (CoD) – Ben McMullan

No report.

Center for Independence (CID) – Ben McMullan

The ARDC is now live and outreach is continuing. A presentation is planned for CoD and CoA. There is a website at <https://sanmateocountyadrc.org/>.

Commission on Aging – Kathy Uhl

Kathy handed out the most recent Help at Home booklet. These are sent to Senior Centers, and CID and SamTrans have a supply.

CoA is making changes to their committees. There is a focus on seniors living in the community, and family care givers coping with Alzheimer's disease, informing them of the resources in the community.

Coastside Transportation Committee (CTC) – Tina Dubost

No update.

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

No report; Sandra will be attending a meeting directly after the PAC meeting. The next meeting is on September 3 at 4:30pm.

Department of Rehabilitation – Susan Capeloto

Their new name will be "Disability Works California", but the change will not be enacted due to budget constraints. However, there is no cut in services to clients. They are continuing to accept people interested in working and are seeing more seniors coming back to work.

Other Business

ADA Policy Refresher: Riders can request a 21-day visitor pass for any other paratransit agency applicable for travel or for a move.

The meeting adjourned at 2:55pm in honor of Sammi Riley. Everyone appreciated her long service to the PAC and she will be greatly missed. She promised to attend as a guest on Zoom.

The next meeting is on September 10th, in person and remotely via Zoom.

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

The minutes from the June PAL meeting were included in the meeting packet. Sammi moved to approve the minutes; Tina seconded the motion. The minutes were approved by roll call.

Advocacy

Tina reported that paratransit ridership is continuing to increase compared to the previous year, but the rate is slowing. The Redi-Wheels recovery ratio is around 60% of pre-COVID ridership. SamTrans bus ridership is recovering faster and is almost back to pre-COVID numbers.

Legislative

Ben McMullan reported that AB817 is being reconsidered; Tina will check on it with Government Affairs and will let the committee know.

Since many bills have an impact on paratransit and people with disabilities, Sandra thought it important that the committee stay informed on various transportation issues as they occur. Tina will ask Government Affairs to give a presentation at the September meeting.

Policy Issues

Tina gave an update on same-day transit pilot program that started in December 2023.

- 380 one-way trips, approximately 4 per weekday.
- 136 individuals have used the service with 29% taking more than two one-way trips.
- Customers are using the service for a variety of reasons. 37% were medically related, the rest were trips to the grocery store, pharmacy, social trips, and errands.
- The service is not having an impact on the regular Redi-Wheels service.

Tina reviewed the criteria for the same-day service. The pilot will run through the middle of December 2024.

Dao reported that her agency has used the service for clients who need to return home before the regular pickup time.

Tina reported that they will give a mid-term update at the August SamTrans Board meeting.

The next PAL meeting will be on September 10, 2024.

**San Mateo County Transit District
Staff Report**

To: Community Relations Committee

Through: April Chan, General Manager/CEO

From: Josh Mello, Executive Officer, Planning and Development David Olmeda, Chief Operating Officer, Bus

Subject: **Monthly State of the Service Report | July 2024**

Action

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

Significance

SamTrans: Average weekday ridership across all four modes (Bus, Paratransit, Shuttles, and Ride Plus) increased by 9.7 percent in July 2024 compared to July 2023. The total monthly ridership increased by 12.3 percent in July 2024 compared to July 2023.

Post-pandemic SamTrans total fixed-route bus ridership recovery in July 2024 reached 97.4 percent of pre-pandemic total bus ridership in July 2019.

Ride Plus: Average weekday ridership was 93 trips and total ridership was 2,707 trips. This is a 15.1 percent increase compared to July 2023. Of the total ridership, 70.6 percent of trips were taken in East Palo Alto/Belle Haven and 29.4 percent were taken in Half Moon Bay/El Granada.

Youth Unlimited Pass: Monthly usage for SamTrans Youth Unlimited Pass continues to increase year over year. For July 2024, Youth Unlimited Pass usage increased 40.3 percent compared to July 2023.

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

- **Preventable Accidents** – There were 18 preventable accidents in July 2024 (11 from SamTrans and 7 from contracted services). The goal is to have one or fewer preventable accidents per 100,000 miles; SamTrans did not meet its goal with 2.45 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – There were 30 service calls in July 2024. The goal is to have one or fewer service calls per every 25,000 miles. Fixed-route service did not meet its goal with one service call per 24,511 miles.
- **On-Time-Performance (OTP)** – July 2024 systemwide OTP was 83.8 percent and is below the goal of 85.0 percent. This is an improvement compared to 79.7 percent in July 2023.
- **Did Not Operate (DNOs)** – In July 2024, there were no DNOs.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jul-22	Jul-23	Jul-24	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	21,526	25,655	28,425	10.8%	21,526	25,655	28,425	10.8%
Paratransit	607	697	739	6.0%	607	697	739	6.0%
Shuttles	1,711	1,688	1,595	-5.5%	1,711	1,688	1,595	-5.5%
Ride Plus	--	86	93	8.3%	--	86	93	8.3%
Total	23,844	28,126	30,852	9.7%	23,844	28,040	30,759	9.7%

SAMTRANS Total Ridership								
Mode	Jul-22	Jul-23	Jul-24	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Bus	584,258	701,884	791,009	12.7%	584,258	701,884	791,009	12.7%
Paratransit	15,229	17,536	19,449	10.9%	15,229	17,536	19,449	10.9%
Shuttles	33,591	33,748	35,133	4.1%	33,591	33,748	35,133	4.1%
Ride Plus	--	2,351	2,707	15.1%	--	2,351	2,707	15.1%
Total	633,078	755,519	848,298	12.3%	633,078	753,168	845,591	12.3%

CALTRAIN Average Weekday Ridership								
Mode	Jul-22	Jul-23	Jul-24	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	16,932	20,334	23,286	14.5%	16,932	20,334	23,286	14.5%

CALTRAIN Total Ridership								
Mode	Jul-22	Jul-23	Jul-24	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Caltrain	442,955	492,381	603,989	22.7%	442,955	492,381	603,989	22.7%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jul-22	Jul-23	Jul-24	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	83	99	106	7.0%	83	99	106	7.0%
BART (San Mateo County)	16,988	18,703	18,711	N/A	16,988	18,703	N/A	N/A

OTHER MODES in San Mateo County Total Ridership								
Mode	Jul-22	Jul-23	Jul-24	%Δ ¹	YTD FY23	YTD FY24	YTD FY25	%Δ ²
Dumbarton	1,708	1,982	2,323	17.2%	1,708	1,982	2,323	17.2%
BART (San Mateo County)	452,754	499,115	514,588	3.1%	452,754	499,115	514,588	3.1%

Important Notes:

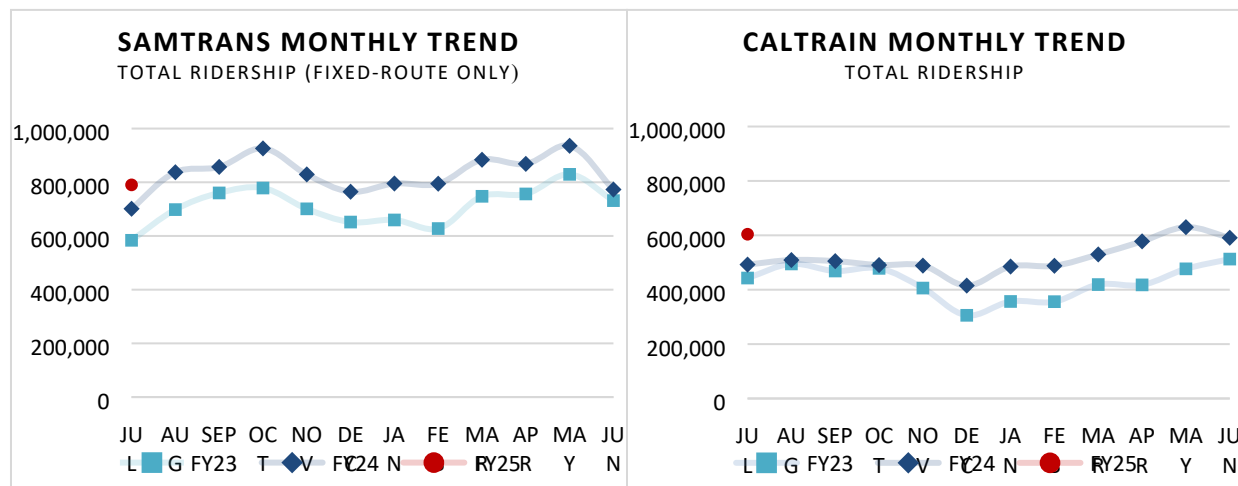
SamTrans (Bus) ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

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

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

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

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



FARES

SAMTRANS (BUS) Fare Usage			
Fare Type	Jul-22	Jul-23	Jul-24
Adult	373,387	457,900	525,608
Eligible Discount	165,313	179,193	192,756
Youth	45,141	64,273	74,233
--- Youth Unlimited Pass	6,139	27,933	39,184
Total	583,841	701,366	792,597

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

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jul-22	Jul-23	Jul-24
On-Time Performance	81.7%	79.7%	83.8%
Preventable Accidents	13	17	18
--- District	11	10	11
--- Contracted Services	2	7	7
Service Calls	22	22	30
Trips Scheduled	35,294	37,310	39,393
Did Not Operate DNOs	19	0	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 40,852 miles between Preventable Accidents this month.

SAMTRANS (BUS) Ride Plus Key Performance Indicators			
KPI	Jul-22	Jul-23	Jul-24
Total Ridership	--	2,341	2,707
--- East Palo Alto Trips	--	1,721	1,911
--- Half Moon Bay Trips	--	620	796
Active Users	--	318	338
New Registrations	--	535	146
Total Downloads	--	696	324
--- iOS Downloads	--	483	287
--- Android Downloads	--	213	37
Load Factor	--	1.5	1.2

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 24,511 miles between Service Calls this month.

Ride Plus started in June 2023.

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

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jul-22	Jul-23	Jul-24
Revenue Hours (Sched.)	48,519	50,960	54,934
Revenue Miles (Sched.)	498,463	485,359	521,803
Total Fleet Miles (Actual)	679,025	689,959	735,328

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

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

PARATRANSIT Operations Key Performance Indicators			
KPI	Jul-22	Jul-23	Jul-24
On-Time Performance (RW)	93.6%	89.7%	90.6%
On-Time Performance (RC)	94.1%	93.2%	90.3%
Preventable Accidents (RW)	3	2	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	3
Service Calls (RC)	0	0	0

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jul-22	Jul-23	Jul-24
Revenue Miles (RW)	127,125	151,429	166,998
Revenue Miles (RC)	18,949	16,432	21,854
Fleet Miles (RW)	140,588	192,507	150,932
Fleet Miles (RC)	22,394	20,782	28,994

PRE-PANDEMIC RIDERSHIP COMPARISON

SAMTRANS Average Weekday Ridership					
Mode	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Bus	30,069	21,526	25,655	28,425	94.5%
Paratransit	1,129	607	697	739	65.5%
Shuttles	11,768	1,711	1,688	1,595	13.6%
Ride Plus	-	-	86	93	-
Total	42,966	23,844	28,126	30,852	71.8%

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

SAMTRANS Total Ridership					
Mode	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Bus	811,830	584,258	701,884	791,009	97.4%
Paratransit	28,706	15,229	17,536	19,449	67.8%
Shuttles	265,397	33,591	33,748	35,133	13.2%
Ride Plus	-	-	2,351	2,707	-
Total	1,105,933	633,078	755,519	848,298	76.7%

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year (FY2019). For example, SamTrans Bus Average Weekday Ridership hit 94.5 percent of pre-pandemic levels (2019) for this month of July 2024.

CALTRAIN Average Weekday Ridership					
Mode	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Caltrain	70,493	16,932	20,334	23,286	33.0%
CALTRAIN Total Ridership					
Mode	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Caltrain	1,672,672	442,955	492,381	603,989	36.1%

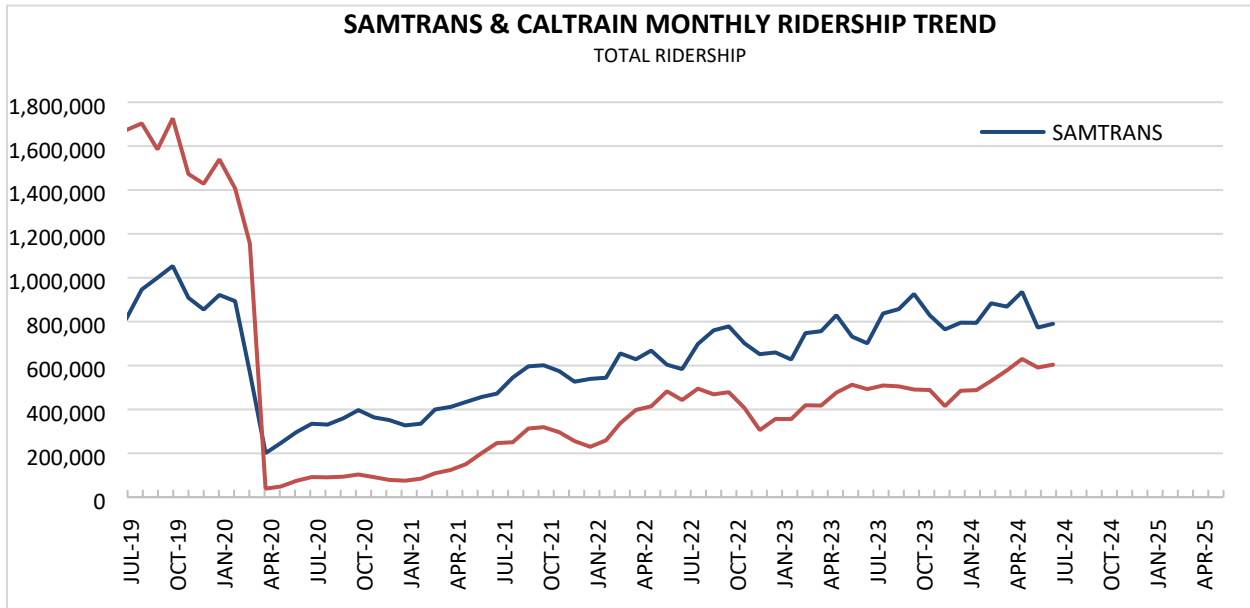
OTHER MODES in San Mateo County Average Weekday Ridership					
Mode	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Dumbarton	149	83	99	106	71.1%
BART (San Mateo County)	46,212	16,988	18,703	18,711	40.5%
OTHER MODES in San Mateo County Total Ridership					
Mode	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Dumbarton	3,287	1,708	1,982	2,323	70.7%
BART (San Mateo County)	1,182,731	452,754	499,115	514,588	43.5%

PRE-PANDEMIC FARES COMPARISON

SAMTRANS (BUS) Fare Usage					
Fare Type	Jul-19	Jul-22	Jul-23	Jul-24	% ³
Adult	461,589	373,387	457,900	525,608	113.9%
Youth	101,475	165,313	179,193	74,233	73.2%
Eligible Discount	247,951	45,141	64,273	192,756	77.7%
Total	811,015	583,841	701,366	792,597	97.7%

%³ indicates the rate of ridership recovery, current year (FY2025) to pre-pandemic year (FY2019).

Dumbarton and demand-response service are excluded.



CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jul-22	Jul-23	Jul-24
Complaints	61	88	82
Accessibility	14	7	12
Compliments	12	17	9
Service Requests	70	54	61
Reports Total	157	166	164

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

The total number of reports for SamTrans has remained stable from July 2023 (166) to July 2024 (164).

COMMUNICATIONS & MARKETING

The following is a list of the Communications Division’s marketing and promotional efforts in July.

Press Releases and Blogs

- Fourth of July Service for SamTrans
- SamTrans wins top award from APTA for outstanding transit system in the US



Article Mentions

- SamTrans to study building a bus-only lane connecting Dumbarton Bridge with several cities on the Peninsula – *Mercury News*
- Deserted Dumbarton rail line could see transit revival – *Daily Journal*

Digital Marketing Report

- Summer Youth Pass sales came to an end in mid-July and messaging was pushed to promote the last day of purchasing this fare media.
- July was Disability Pride Month and weekly messaging was sent out to educate followers on the history and significance of its flag and symbolism, as well as promoting our accessibility services to the public.
- Planning is exploring changes to Route 121, and a public survey was created for the community to provide feedback on improvements.
 - The survey closed at the end of July and messaging was pushed throughout the month.
- SamTrans was recognized and awarded the Outstanding Public Transportation System Achievement Award for agencies between 3 million and 15 million annual rides from the American Public Transportation Association (APTA). On the final day of July, we pushed out the first post recognizing this major achievement.
- SamTrans continued to promote the following campaigns: Drive with Us Bus Operator Recruitment, Ride Plus Microtransit, and Gear Up Mechanic/Utility Worker Recruitment.



Digital Marketing Highlights

- Schedule Changes (Reimagine SamTrans Phase 4)
- Route PCX / CSM / SKY Promotion
- Disability Pride Month
- APTA 2024 Award
- Summer Youth Pass Promotion
- Route 121 Survey
- Gear Up Mechanic/Utility Worker Recruitment
- Reimagine SamTrans

- Drive with Us Operator Recruitment
- Ride Plus Microtransit
- Bus Friday

Social Metrics: (Year to Year)

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

	July 2024	July 2023
Impressions	344,188	6,435
Engagements	149,469	3,634
Post Link Clicks	2,282	1,448

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

Prepared By:	Emily Chen	Senior Planner, Operations Planning	650-551-6127
	Tasha Bartholomew	Manager, Media Relations	650-508-7927
	Robert Casumbal	Director, Marketing	650-508-6280
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704



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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda
Finance Committee
Committee of the Whole
San Mateo County Transit District

Wednesday, September 4, 2024 – 3:15 pm

or immediately following the Community Relations Committee meeting

- 11.b.1. Call to Order
- 11.b.2. Approval of Minutes of the Finance Committee Meeting of August 7, 2024 Motion
- 11.b.3. Authorizing an Amendment to a Contract with Wipro, LLC to Extend the Term for Four Years and Increase the Contract Capacity by \$9,245,383, from \$14,839,885 to \$24,085,268, for PeopleSoft Hosting and Application Support Services Motion
- 11.b.4. Consider Global Wage Increase for Non-represented Administrative Employees Motion
- 11.b.5. Awarding a Contract to Provide Coastside Shuttle Services for a Five-year Term Motion
- 11.b.6. Adjourn

Committee Members: Marie Chuang (Chair), David J. Canepa, Josh Powell

Note:

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

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Finance Committee Meeting /
Committee of the Whole**

August 7, 2024

Committee Members Present: J. Powell

Committee Members Absent: D. Canepa, M. Chuang (Chair)

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

Other Board Members Absent: R. Mueller

Staff Present: A. Chan, K. Jordan Steiner, D. Olmeda, S. van Hoften, D. Santoro, J. Brook, D. Seamans

9.b.1. Call to Order

Committee Member Josh Powell called the meeting to order at 2:49 pm.

9.b.2. Approval of Minutes of the Finance Committee Meeting of July 10, 2024

Motion/Second: Esser/Gee

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

Noes: None

Absent: Canepa, Chuang, Mueller

9.b.3. Awarding a Contract to T & J Lewis, Inc. dba Classic Graphics for Bus Wrap, Bodywork, and Painting Services for a Total Not-to-exceed Amount of \$4,464,075 for a Five-year Term

Kevin Yin, Director, Contracts and Procurement, presented the staff report.

Motion/Second: Esser/Gee

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

Noes: None

Absent: Canepa, Chuang, Mueller

9.b.4. Adjourn

The meeting adjourned at 2:52 pm.

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

**San Mateo County Transit District
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Dave Covarrubia, Deputy Chief Financial Officer Mehul Kumar, Chief Information and Technology Officer

Subject: **Authorizing an Amendment to a Contract with Wipro, LLC to Extend the Term for Four Years and Increase the Contract Capacity by \$9,245,383, from \$14,839,885 to \$24,085,268, for PeopleSoft Hosting and Application Support Services**

Action

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

1. Approve an amendment to the District’s contract with Wipro, LLC (Wipro) to extend the contract term for four years, add optional training and related services requested by the District, and increase the contract capacity by \$9,245,383, which would increase the aggregate contract amount from \$14,839,885 to \$24,085,268.
2. Authorize the General Manager/CEO or designee to execute an amendment to the contract with Wipro in a form approved by legal counsel.

Significance

Amendment of this contract will benefit the District by continuing to have Wipro provide hosting and support services for PeopleSoft version 9.2 applications, including Human Capital Management (HCM), Finance and Supply Chain Management (FSCM), and software components (PeopleSoft). The Services consist of:

1. Hosting and Infrastructure Support: This element of the scope of services maintains the District’s PeopleSoft system in a state-of-the-art data center, Oracle Cloud Infrastructure (OCI), with full redundancy and a guaranteed uptime of 99.6 percent. It also provides 24/7 infrastructure support and disaster recovery.
2. Application Support: This element of the scope of services provides day-to-day support to the District’s user community, and minor enhancements to the systems and processes on an as-needed basis. Up-to-date patch management, including system bug fixes, ensures the District’s PeopleSoft system remains current.

Budget Impact

Funds for this contract are included in the District’s Fiscal Year (FY) 2025 approved Operating Budget and will be included in the future operating budgets. The increased annual cost of \$225K for FY2025 will be included in the requested District operating budget amendment being brought to the Board in Fall 2024/Winter 2025.

Background

The District implemented PeopleSoft in 1999 and completed major upgrades in 2003, 2008 and 2015. The following modules are being used today:

Financial Supply Chain Management	Human Capital Management
Accounts Payable	Recruiting Solutions
Accounts Receivable	Payroll for North America
Asset Management	Benefits
Enterprise Billing	Workforce Administration
General Ledger	Self Service
Project Costing	Position Management
Purchasing	Benefit Administration
Cash Management	Time and Labor
Enterprise Contracts	Core HR
Enterprise E-Procurement	
Enterprise Grants	
Enterprise Treasury	

In October 2019, by Resolution No. 2019-36, the Board awarded a five-year contract to Wipro to provide continued PeopleSoft hosting and application support services for the HCM, FSCM and Enterprise Performance Management (EPM) modules for a not-to-exceed amount of \$10,341,008. The contract included a five-year support option for HCM and FSCM, while EPM support was included until August 31, 2020.

Amendment No. 1, effective April 3, 2020, was executed to clarify the process for Wipro to provide additional services through task orders as part of the not-to-exceed 10 percent contract contingency amount, thereby increasing the total contract amount by \$1,034,101 to \$11,375, 109.

Amendment No. 2, effective May 18, 2020, was executed to migrate the PeopleSoft EPM 9.1 application from the Ensono Datacenter to the OCI for the amount of \$505,000, which was within the contract contingency amount, thereby amending the total contract amount from \$11,375, 109 to \$11,880,109.

Amendment No. 3, effective August 5, 2020, was executed to include PeopleSoft EPM 9.1 Hosting and Application Support Services on OCI for two years for an additional cost of \$550,000, thereby amending the total contract amount from \$11,880,109 to \$12,430,109.

Amendment No. 4, effective November 16, 2020, was executed to allow the District's Database Administrator to remotely access PeopleSoft Data in the User Acceptance Testing (UAT) environment from outside Wipro's data center/network.

Amendment No. 5, effective March 18, 2021, was executed to allow the District's Database Administrator to remotely access and use the PeopleSoft Production Database to install, configure, and operate the LogMiner Tool to extract financial data and import it into the Business Intelligence Solution.

Amendment No. 6, effective March 22, 2024, was executed to upgrade PeopleSoft's Enterprise Resource Planning (ERP) system from Version 9.1 to 9.2, and to increase the contract capacity by \$2,409,776, thereby amending the total contract amount from \$12,430,109 to \$14,839,885.

The proposed seventh amendment would extend the term will provide continued hosting and support services for PeopleSoft version 9.2 applications, including HCM, FSCM and EPM. Staff requested a proposal from Wipro to extend the PeopleSoft hosting and application support for base contract services, and to add optional contract services including the PeopleSoft 9.2 training development and delivery services, and set-up of single sign-on services. Qualified staff from the Information Technology department reviewed Wipro's proposal and confirmed that it met all of the District's requirements. The firm possesses the requisite depth of experience and qualifications to perform the system integrator services successfully. Staff also determined that Wipro's prices are fair and reasonable.

Prepared by:	Linda Tamtum	Contract Administrator	650-508-7933
	Michael Torres	IT Applications Manager	650-622-8037

Resolution No. 2024-

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

* * *

Authorizing an Amendment to a Contract with Wipro, LLC to Extend the Term for Four Years and Increase the Contract Capacity by \$9,245,383, from \$14,839,885 to \$24,085,268, for PeopleSoft Hosting and Application Support Services

Whereas, pursuant to Resolution No. 2019-36, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded the contract for PeopleSoft hosting and application support services for the Human Capital Management (HCM), Finance and Supply Chain Management (FSCM), and Enterprise Performance Management (EPM) modules for a not-to-exceed amount of \$10,341,008 to Wipro, LLC (Wipro) (Contract); and

Whereas, the Contract has been amended six times since 2019; and

Whereas, Wipro provides PeopleSoft hosting and application support services and is in the process of upgrading the District's PeopleSoft ERP System from Version 9.1 to Version 9.2; and

Whereas, staff requested a proposal from Wipro to provide continued hosting and support services for PeopleSoft version 9.2 applications, including HCM, FSCM and EPM, and to add optional services, including training to support the transition to PeopleSoft Version 9.2; and

Whereas, Wipro submitted a proposal to extend the PeopleSoft hosting and application support services for four years, and add the requested optional services, for a not-to-exceed amount of \$9,245,383, thereby increasing the total contract amount from \$14,839,885 to \$24,085,268; and

Whereas, qualified staff from the Information Technology Department determined that Wipro's proposal met all of the District's requirements and that the firm possesses the requisite depth of experience and required qualifications to continue to host and provide application support services for PeopleSoft, and develop and deliver ongoing PeopleSoft 9.2 training services; and

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

Whereas, staff recommends, and the Finance Committee concurs, that the Board:

1. Authorize an amendment to contract 20-S-T-001 with Wipro to extend the contract term for four years, and add requested optional services, for a cost not to exceed \$9,245,383, thereby increasing the aggregate contract amount from \$14,839,885 to \$24,085,268; and

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

Now, Therefore, Be It Resolved that the Board of Directors of the San Mateo County Transit District hereby authorizes an amendment to contract 20-S-T-001 with Wipro, LLC to extend the contract term for four years, add requested optional services, and increase the contract capacity by \$9,245,383, thereby increasing the aggregate contract amount from \$14,839,885 to \$24,085,268; and

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

Regularly passed and adopted this 4th day of September, 2024 by the following vote:

Ayes:

Noes:

Absent:

Chair, San Mateo County Transit District

Attest:

District Secretary



PeopleSoft Managed Services



Board of Directors - September 4, 2024

Background

Existing Managed Services Contract

Period: Sep 2019 to Oct 2024

Total Cost: \$14,839,885 (Base Contract \$10,406,917.44 + Amendments \$4,432,968)

Services Provided:

- Infrastructure Hosting (Oracle Cloud)
- Application Support
- Communication Channel, VPN and other as needed enhancements
- Module Enhancements and Upgrade

Scope of Contract Extension

Extend Existing Managed Services Contract

Period: Sep 2024 to Oct 2028 (2 base years + 2 options years)

Total Cost: \$9,245,382.48

(Base Services \$8,907,836.00 + Optional items \$337,546.00)

Services Provided:

- Infrastructure Hosting (Oracle Cloud)
- Application Support
- Communication Channel, VPN and other as needed enhancements
- Optional Training

Negotiations

Proposed Amount: \$9,698,345.48

Negotiated Cost: \$9,245,382.48

(Base Services \$8,907,836.00 + Optional Training \$337,546.00)

Savings: 5% or \$452,963.00

Key Benefits

✓ **Minimize Operational Risk**

The District's Finance, HR, and Payroll systems will no longer operate on outdated software

✓ **Minimize Financial Risk**

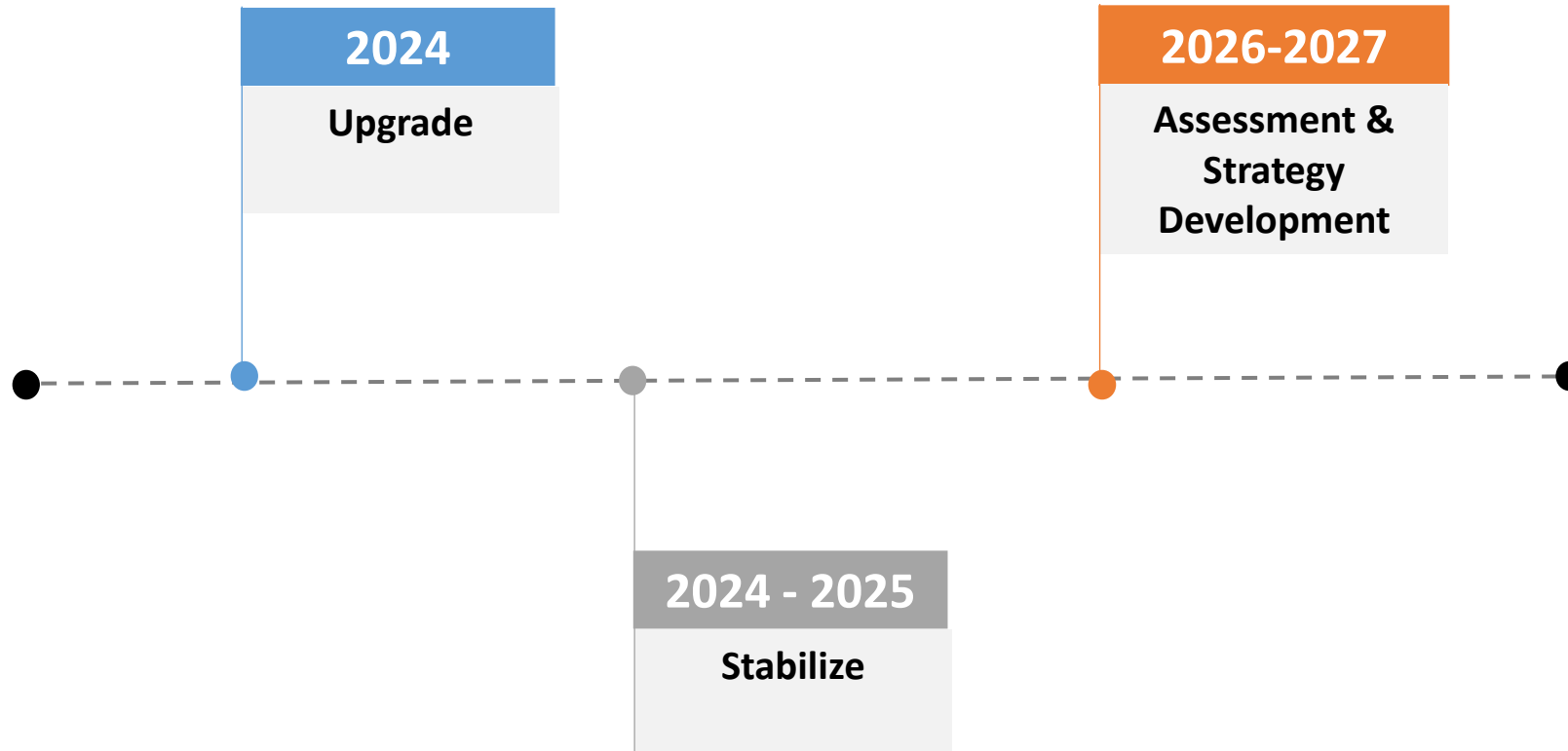
Vendor will provide regular patches and enhancements at standard costs

✓ **Minimize Security Risk**

Oracle Database will be updated, ensuring availability of security patches and other crucial fixes

✓ **Ease of Integration** with other enterprise systems.

Roadmap for Next System Upgrade



Proposed Motion

- 1. Approve an amendment to the District's contract with Wipro, LLC (Wipro) to extend the contract term for four years, add optional training and related services requested by the District, and increase the contract capacity by \$9,245,383, which would increase the aggregate contract amount from \$14,839,885 to \$24,085,268.**
- 2. Authorize the General Manager/CEO or designee to execute an amendment to the contract with Wipro in a form approved by legal counsel.**



Thank You



Please email kumarm@samTrans.com with any questions.



BOARD OF DIRECTORS 2024

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

APRIL CHAN
GENERAL MANAGER/CEO

Agenda

Legislative Committee Committee of the Whole

San Mateo County Transit District

Wednesday, September 4, 2024 – 3:30 pm

or immediately following the Finance Committee meeting

- | | |
|--|---------------|
| 11.c.1. Call to Order | |
| 11.c.2. Approval of Minutes of the Legislative Committee Meeting of August 7, 2024 | Motion |
| 11.c.3. State and Federal Legislative Update | Informational |
| 11.c.4. Adjourn | |

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

Note:

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

**San Mateo County Transit District (District)
1250 San Carlos Avenue, San Carlos, California**

**Minutes of Legislative Committee /
Committee of the Whole**

August 7, 2024

Committee Members Present: P. Ratto (Chair), J. Gee, R. Medina

Committee Members Absent: None

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

Other Board Members Absent: D. Canepa, M. Chuang, R. Mueller

Staff Present: A. Chan, D. Olmeda, J. Epstein, S. van Hoften, J. Brook, D. Seamans

9.d.1. Call to Order

Committee Chair Peter Ratto called the meeting to order at 3:17 pm.

9.d.2. Approval of Minutes of the Legislative Committee Meeting of July 10, 2024

Motion/Second: Gee/Esser

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

Noes: None

Absent: Canepa, Chuang, Mueller

9.d.3. State and Federal Legislative Update

Jessica Epstein, Director, Government and Community Affairs, provided a summary of federal and state legislation, which included the following:

- On the federal side, she said the Senate Appropriations Committee approved the Fiscal Year 2025 Transportation, Housing, and Urban Development spending bill which included an earmark for SamTrans. She said that while the bill did include requested funding for an earmark for the SamTrans Bus Stop Improvement Plan project on the House side, we are hoping the legislators can get the funding on the House side when the Senate and House meet during conference.
- At the state level, Ms. Epstein noted that the decade-old PEPRA (Public Employees' Pension Reform Act) lawsuit was ordered to be dismissed by the 9th Circuit because the State did not have standing as plaintiff due to lack of actual harm.

- At the regional level, she said work continues on a new regional ballot measure after the demise of Senate Bill 1031. She said the MTC (Metropolitan Transportation Commission) Select Committee held its first meeting to discuss next steps towards building consensus on a 2026 regional measure. She said the advisory committee consisting of transit CEOs will be meeting August 26 to lay out a financial framework for what a bill would look like and that the District has been working closely with C/CAG (City and County Association of Governments of San Mateo County) to come up with the guidelines to put forward to MTC. She shared those guiding principles with the Board.

9.d.4. Adjourn

The meeting adjourned at 3:25 pm.

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

**San Mateo County Transit District
Staff Report**

To: Legislative Committee
Through: April Chan, General Manager/CEO
From: Emily Beach, Chief Communications Officer Jessica Epstein, Director, Government and Community Affairs
Subject: **State and Federal Legislative Update**

Action

Staff proposes the Committee recommend the Board receive the attached Federal and State Legislative Updates.

Significance

The 2024 Legislative Program establishes the principles that will guide the legislative and regulatory advocacy efforts. Based on those principles, staff coordinates closely with our Federal and State advocates on a wide variety of issues that are considered in Congress and the State legislature. The attached reports highlight the recent issues and actions that are relevant to the Board, and specifies 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

SamTrans Federal Report September 2024

Congressional Update

Appropriations Update

- Congress left Washington to begin its August recess after making only some progress on appropriations. For FY25, members are under strict domestic spending limits imposed by the Fiscal Responsibility Act, which raised the federal debt ceiling through January 2, 2025. Congress must pass all 12 appropriations bills or a temporary stopgap measure by September 30 to keep the government open.
- Before leaving for the August recess, the House was only successful in passing five of twelve appropriations bills (Defense, Homeland Security, Military Construction-VA, Interior-Environment, and State-Foreign Operations). The House failed to pass its Legislative Branch bill when some Republicans joined nearly all Democrats in voting it down 205-213. Additionally, House leadership pulled down the remaining votes for the end of July due to a lack of support for the remaining bills scheduled for a vote.
- The Senate successfully marked up all its bills except the FY25 Homeland Security bill. When Senators return after Labor Day Weekend, they will work to pass a continuing resolution (CR), mark up the Homeland Security legislation and potentially pass appropriations bills on the Senate floor.

Senate Appropriations Committee Marks-Up Transportation-HUD Appropriations Bill

- As aforementioned, before the August recess, the Senate Appropriations Committee marked up the FY 2025 Transportation-HUD Appropriations bill by a vote of 28-1. The Senate **bill provides \$110 billion** in total funding for the Department of Transportation (DOT), of which \$81.6 billion is from obligation limitations (Highway Trust Fund) and \$28.5 billion is from discretionary funding. It provides about \$3.7 billion more in funding for transportation than the House bill.
- Some key funding investments:
 - RAISE – An additional \$550 million to increase the program to the FY 24 levels with the FY24 bill language. This is in addition to FY25 funding from the Bipartisan Infrastructure Law (BIL).
 - Bus Facilities Grants – \$84 million in addition to advanced BIL funding.
 - Low-No Emissions Grants –\$4 million in addition to advanced BIL funding.
- Member Directed Funding - The House provides \$1.5 billion for "earmarks" while the Senate provides \$941 million.

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Senate Commerce Committee Holds Hearing on BIL Impact

- On July 23, the Senate Commerce Committee held a field [hearing](#) to examine the impact of the BIL on transportation infrastructure. During the hearing, Senator Peters heard from local stakeholders to gather feedback and stories on the funding provided by the BIL.
- Congress has held several hearings to discuss the implementation and impact of major laws passed during the Biden administration. In late July, Senator Sherrod Brown (D-OH) [convened](#) a gathering of DOT leadership and stakeholders to discuss the economic impact of recent federal infrastructure spending packages, including the BIL, Inflation Reduction Act (IRA), and CHIPS and Science Act.

Administration Update

FTA Releases New Transit Safety Rule

- The Biden-Harris administration announced an [updated rule](#) for the Federal Transit Administration's (FTA) Public Transportation Safety Certification Training Program, which outlines a uniform safety training curriculum and minimum requirements for rail transit and state safety personnel.
- The new rule will require state safety oversight agencies and rail transit agencies to establish a point of contact for communicating with FTA regarding participation in training programs. The designated points of contact must also submit semiannual reports to FTA on the status of their participants and agency-defined recertification training. Additionally, the rule sets administrative requirements for communications processes between FTA and recipients who are subject to the rule.
- The final rule takes effect November 1.



August 16, 2024

TO: Board of Directors
San Mateo County Transit District

FM: Matt Robinson, Michael Pimentel & Alchemy Graham
Shaw Yoder Antwih Schmelzer & Lange

RE: **STATE LEGISLATIVE UPDATE – September 2024**

General Update

On August 5, the Legislature returned from its month-long Summer Recess, which means we are in the final few weeks of the 2023-24 Legislative Session. The Legislature will adjourn the session on August 31. For the first two weeks of August, fiscal committees met and the year's final suspense hearings in the Appropriations Committees of both houses took place on August 15. During these two hearings, hundreds of bills move to the Senate or Assembly Floor, or are held in the Committees, in which case they are done for the session. This comes just one day before the August 16 deadline for fiscal committees to meet and report on bills. Following the fiscal committee deadline, the Legislature will convene for only floor sessions.

As a reminder, Governor Newsom normally has 12 days to either sign, veto, or approve without signing a measure from the day it reaches his desk. This timeline is adjusted for measures that are presented to the Governor on or after September 1, which accounts for the flurry of bills that pass out of the Legislature in the final days of session. In this case, the Governor has until September 30 to act on these measures.

After the election on November 5, the Legislature will convene for the 2025-26 Legislative Session on December 2 for the swearing-in of the newly elected members, and then promptly return to their districts until early January.

For more information about key legislative and budget deadlines, see the adopted 2024 Legislative Calendar available [here](#).

The MTC-led effort to develop a new regional transportation funding ballot measure will need to introduce a bill between December 2024 and mid-February 2025 to be considered for the 2025/2026 legislative session. If the bill introduced is a spot bill, it will need to be amended by early March.

CalSTA's Transit Transformation Task Force Scheduled to Convene for Fifth Meeting

The Transit Transformation Task Force is scheduled to convene for their fifth meeting on August 29 in Los Angeles. This meeting is expected to begin to address Transportation Development Act Reform and Workforce Issues. At the time of drafting this report, the meeting documents have not yet been made available on CalSTA's website, but we expect to see those documents uploaded as we approach the

meeting date. That said, the Task Force is subject to the state's open meeting requirements for state bodies, known as Bagley-Keene, and as such, all agenda materials will be available on [CalSTA's website](#).

High-Speed Rail Authority Appoints New CEO

On August 8, the California High-Speed Rail Authority's Board of Directors announced the selection of Ian Choudri as the new CEO of the Authority, whose appointment comes after Brian Kelly's retirement announcement in January. Choudri brings to the High-Speed Rail Authority over 30 years of experience in the transportation sector, including working on the technology and train control systems of two high-speed rail projects in France and Spain. In his current role, Choudri serves as the Senior Vice President at HTNB Corporation, which is an infrastructure design firm that has taken on many state- and federal-level transportation infrastructure projects. Kelly's last day as CEO of the Authority is August 30.

Propositions Finalized for November 5 Election

As of July 3, all bonds slated to be voted on in the November election have been submitted to the Secretary of State by the Legislature. In total, California voters will take action on 10 propositions, including the climate and education bonds passed by the Legislature. Each proposition is highlighted below; as a reminder, Prop. 1 appeared on the March ballot as Governor Newsom's mental health bond.

- Prop. 2: \$10 billion education bond.
- Prop. 3: Reaffirm the right of same-sex couples to marry.
- Prop. 4: \$10 billion climate bond.
- Prop. 5: ACA 1 / ACA 10.
- Prop. 6: End indentured servitude in state prisons.
- Prop. 32: Raise the state minimum wage to \$18 an hour.
- Prop. 33: Allow local governments to impose rent controls.
- Prop. 34: Require certain health care providers to use nearly all revenue from Medi-Cal Rx on patient care.
- Prop. 35: Make existing tax on managed health care insurance plans permanent.
- Prop. 36: Increase penalties for theft and drug trafficking.

Bills of Interest

SB 961 (Wiener) Vehicle Safety Equipment – WATCH

This bill would require, beginning with model year 2030, that all new passenger vehicles, motortrucks, and buses manufactured or sold in California be equipped with a passive intelligent speed assistance system.

This bill is on the Assembly Floor.

SB 1325 (Durazo) Best Value Procurement – WATCH

This bill would have allowed public entities to use a "best value procurement method" when awarding contracts for goods over \$250,000 instead of awarding them using the "lowest responsible bidder" method.

This bill was held in the Assembly Appropriations Committee on the Suspense File.

AB 2553 (Friedman) Vehicular Impact Fees – WATCH

This bill would change the geographic scope of a housing development eligible for reduced vehicular traffic impact fees. Specifically, this bill would redefine "major transit stop" to include the intersection of two or more major bus routes with a frequent of service interval of 20 minutes or less.

This bill is on the Senate Floor.

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
AB 107 Gabriel D Budget Act of 2024.	This bill was signed by the Governor on June 26, 2024.	This bill would make appropriations for the support of state government for the 2024–25 fiscal year. This bill contains other related provisions.	Watch
AB 173 Committee on Budget Transportation budget trailer bill.	This bill was signed by the Governor on July 2, 2024.	<p>Among other related provisions, this bill would require the Secretary of Transportation to coordinate with the Department of Transportation and the California Transportation Commission to identify available funding in state transportation programs that may be used to support grade separation projects that were previously awarded funding under specified transportation programs but had that funding reverted pursuant to the Budget Act of 2024. The bill would require the Transportation Agency to prioritize, and would authorize the agency to directly allocate, the funding identified by that process, as available and appropriate, for those grade separation projects that are at risk of losing or failing to secure federal and local funding commitments, or that are at risk of approved project schedule delays, or both. The bill would require the secretary to report to the Legislature, on or before April 30, 2025, on any funding that the Secretary identified for impacted grade separation projects.</p> <p>This bill would expand the requirements of the accountability program to the distribution of funds appropriated to the Transportation Agency in the Budget Act from the Greenhouse Gas Reduction Fund for purposes of the formula-based component of the Transit and Intercity Rail Capital Program. The bill would also require a regional transportation planning agency to submit an updated regional short-term financial plan and updated transit operator data to the Transportation Agency in order to receive moneys governed by the accountability program in the 2025–26 fiscal year, and to submit updated transit operator data to the Transportation Agency in order to receive moneys governed by the accountability program in the 2026–27 and 2027–28 fiscal years. The bill would authorize the Transportation Agency to modify the guidelines for the distribution of those funds for each of these 3 fiscal years by specified dates.</p> <p>This bill would appropriate \$100,000,000 from the General Fund to the Department of Transportation to support the Active Transportation Program with the funds to be allocated by the commission, as specified. Upon signature from the Governor, this bill would take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>	Watch

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 761 Friedman D</p> <p>Local finance: enhanced infrastructure financing districts.</p>	<p>This bill is on the Assembly Floor for concurrence.</p>	<p>Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Existing law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Existing law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. This bill, for plans proposed on or after January 1, 2025, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the approval of a TIFIA loan, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 1870 Ortega D</p> <p>Notice to employees: legal services.</p>	<p>This bill was signed by the Governor on July 15, 2024.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Employers who are subject to the workers' compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Existing law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. This bill would require the notice to include information concerning an injured employee's ability to consult a licensed attorney to advise them of their rights under workers' compensations laws, as specified. The bill would also make technical, nonsubstantive changes to these provisions.</p>	<p>Watch</p>
<p>AB 1879 Gipson D</p> <p>Property taxation: filing.</p>	<p>This bill is in Engrossing and Enrolling, and is on its way to the Governor's Desk.</p>	<p>The California Constitution provides for the taxation of property and establishes the State Board of Equalization to administer those taxes. Existing property tax law, pursuant to constitutional authorization, sets forth procedures for imposing and collecting taxes on property in the state. Existing law requires a person owning taxable personal property, as specified, to file annually a signed property statement declared to be true under the penalty of perjury with the assessor. Existing law authorizes a property statement to be filed with the assessor through the United States mail, properly addressed with postage prepaid. This bill would instead authorize the statement to be filed through the United States mail provided it is mailed in a manner that includes a postmark and is properly addressed with postage prepaid, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 1890 Patterson, Joe R</p> <p>Public works: prevailing wage.</p>	<p>This bill is on the Assembly Floor for concurrence.</p>	<p>Existing law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Existing law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. This bill would additionally require the awarding body to provide notice to the department, within 30 days, if there is a change in the identity of a contractor or subcontractor performing the project or, if the total amount of the contract change exceeds specified thresholds. The bill would exempt projects of awarding bodies operating labor compliance programs that are approved and monitored by the department and covered by a valid project labor agreement. By creating new notification requirements for public agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1904 Ward D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>This bill is in Engrossing and Enrolling, and is on its way to the Governor’s Desk.</p>	<p>Existing law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Existing law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers. This bill would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it. The bill would also authorize the yield right-of-way sign to be a static decal, and would only impose the above-described design and illumination requirements on a sign that is a flashing light-emitting diode (LED) sign.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 1953 Villapudua D</p> <p>Vehicles: weight limits.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Existing state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill would clarify that the power unit of a near-zero emission or zero-emission vehicle, as defined, is authorized to exceed the allowable gross weight limits by up to a maximum of 2,000 pounds, as specified. This bill would also clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds.</p>	<p>Watch</p>
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>This bill is on the Consent Calendar on the Senate Floor.</p>	<p>Existing law, the Uniform Public Construction Cost Accounting Act, authorizes a public agency, whose governing board has by resolution elected, to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. The act defines “public project” to include, among other things, construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work involving any publicly owned, leased, or operated facility. This bill would define “public project” to additionally include installations involving any publicly owned, leased, or operated facility. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2286 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. This bill would require a manufacturer of an autonomous vehicle to report to the department a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing or deployment permit that resulted in damage of property, bodily injury, or death within 10 days of the collision. The bill would require a manufacturer of an autonomous vehicle to annually submit to the department specified information regarding the deactivation of the autonomous mode for its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that were operating under a testing or deployment permit that authorized the vehicle to operate on public roads. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2302 Addis D Open meetings: local agencies: teleconferences.</p>	<p>This bill is in Engrossing and Enrolling, and is on its way to the Governor's Desk.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Existing law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. The bill, for the purpose of counting meetings attended by teleconference, would define a "meeting" as any number of meetings of the legislative body of a local agency that begin on the same calendar day. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2455 Gabriel D</p> <p>Whistleblower protection: state and local government procedures.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding fraud, waste, or abuse by local government employees, as specified. Existing law authorizes the county auditor to refer calls received on the whistleblower hotline to the appropriate government authority for review and possible investigation. During the initial review of a call, existing law requires the auditor, controller, or other appropriate governmental agency to hold in confidence information disclosed through the whistleblower hotline, as specified. Upon receiving specific information that an employee or local government has engaged in an improper government activity, existing law authorizes a city or county auditor to conduct an investigative audit of the matter, as specified. Existing law requires the identity of the individual or individuals reporting the improper government activity, and the subject employee or employees to be kept confidential. Existing law defines “fraud, waste, or abuse” to mean any activity by a local agency or employee that is undertaken in the performance of the employee’s official duties, as described, that is in violation of any local, state, or federal law or regulation relating to, among other things, corruption. This bill would also authorize a city, county, or city and county auditor or controller to maintain a whistleblower hotline to receive calls from persons who have information regarding improper governmental activity, and would recast information regarding fraud, waste, or abuse by local government employees as improper governmental activity. The bill would instead authorize a city or county auditor or controller, or auditor’s or controller’s designee, to conduct an investigative audit of the matter upon receiving specific information that an employee or local government has engaged in a fraud, waste, or abuse or improper governmental activity, as specified. The bill would also require the identity of the individual or individuals reporting the fraud, waste, or abuse, and the subject employee or employees to be kept confidential. The bill would expand the above-described duties and authorizations to the auditor’s or controller’s designee, as specified. The bill would revise the definition of “fraud, waste, or abuse” to also define “improper governmental activity,” and expand the scope of those terms to include activity by a local agency, employee, or contractor or subcontractor.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2553 Friedman D</p> <p>Housing development: major transit stops: vehicular traffic impact fees.</p>	<p>This bill is on the Assembly Floor for concurrence.</p>	<p>Existing law, the California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2561 McKinnor D</p> <p>Local public employees: vacant positions.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Meyers-Milias-Brown Act (act), authorizes local public employees, as defined, to form, join, and participate in the activities of employee organizations of their own choosing for the purpose of representation on matters of labor relations. The act prohibits a public agency from, among other things, imposing or threatening to impose reprisals on employees, discriminating or threatening to discriminate against employees, or otherwise interfering with specified employee rights guaranteed by the act. This bill would require each public agency with high vacancy rates for more than 180 days, at the request of the recognized employee organization, to promptly meet and confer with the representative of the recognized employee organization within 21 days about substantive strategies to fill vacancies and to hold a public hearing within 90 days about high vacancy rates and specified related matters. By imposing new duties on local public agencies, the bill would impose a state-mandated local program. The bill would also include related legislative findings. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2661 Soria D</p> <p>Electricity: Westlands Water District.</p>	<p>This bill is on the Senate Floor.</p>	<p>The California Water District Law provides for the establishment of water districts and authorizes a district to construct, maintain, and operate plants for the generation of hydroelectric energy and transmission lines for the conveyance of the hydroelectric energy. Existing law merged the former West Plains Water Storage District into the Westlands Water District, and provides for the operation of the Westlands Water District. This bill would authorize the Westlands Water District to provide, generate, and deliver solar photovoltaic or hydroelectric electricity and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for generating and delivering that electricity. The bill would require the district to use the electricity for the district’s own purposes, and the bill would authorize the district to sell surplus electricity to a public or private entity engaged in the distribution or sale of electricity. The bill would also authorize the district to construct, operate, and maintain energy storage systems and electric transmission lines, and to construct, operate, and maintain works, facilities, improvements, and property necessary or convenient for the operation of the energy storage system and electric transmission lines, within the boundaries of the district, as specified. The bill would require the district to report the amount of income, and the purposes for expenditure of that income, from these electricity facilities in a specified report. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 2669 Ting D</p> <p>Toll bridges: tolls.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state. This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges, unless the bridge was under construction on or after January 1, 2025, and the tolls are used to fund the cost of constructing the bridge.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2712 Friedman D</p> <p>Preferential parking privileges: transit-oriented development.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law authorizes a local authority, by ordinance or resolution, to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways during all or certain hours of the day. Existing law authorizes the ordinance or resolution to include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued permits that exempt them from the prohibition or restriction of the ordinance or resolution. Existing law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households. This bill would, for purposes of its provisions, define "development project" to mean a residential, commercial, or other development project exempt from minimum automobile parking requirements, or subject to parking minimum reductions based on any other applicable law, located within the boundaries of the City of Los Angeles. This bill, for a development project that is located within a preferential parking area, would require the development project to be excluded from the boundaries of the preferential parking area and would prohibit the local authority, as defined, from issuing any permit to the residents or visitors of the development project that grants preferential parking privileges. The bill would also provide that none of the above-described provisions prohibit local authorities from issuing permits to residents of developments projects that occupy deed-restricted units intended for specified households. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2715 Boerner D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>This bill is in Engrossing and Enrolling, and is on its way to the Governor's Desk.</p>	<p>Existing law, the Ralph M. Brown Act, generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Existing law authorizes a legislative body to hold a closed session with specified individuals on, among other things, matters posing a threat to the security of essential public services, as specified. This bill would additionally authorize a legislative body to hold a closed session with other law enforcement or security personnel and to hold a closed session on a threat to critical infrastructure controls or critical infrastructure information, as defined, relating to cybersecurity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2813 Aguiar-Curry D Government Investment Act.</p>	<p>This bill was signed by the Governor on July 18, 2024.</p>	<p>(1)Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill, for purposes of ACA 1, would define “affordable housing” to include rental housing, ownership housing, interim housing, and affordable housing programs such as downpayment assistance, first-time homebuyer programs, and owner-occupied affordable housing rehabilitation programs, that are affordable to households earning up to 150% of countywide median income. The bill would require a local government to ensure that any project that is funded with ACA 1 bonded indebtedness to have an estimated useful life of at least 15 years or 5 years if the funds are for specified public safety facilities, infrastructure, and equipment. The bill would define “public infrastructure” to exclude the construction, reconstruction, rehabilitation, or replacement of a sports stadium or arena where the majority of the use of the facility is for private ticketed activities. The bill would prohibit ACA 1 bonded indebtedness from being used for the acquisition or lease of any real property that has, at the time of acquisition or lease, been improved with one to 4 dwelling units, except as specified. The bill would also prohibit any ACA 1 bonded indebtedness, when added to existing bonded indebtedness of a local government, from exceeding the applicable statutory limit on the maximum amount of bonded indebtedness that a local government is authorized to incur. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2854 Irwin D</p> <p>Bradley-Burns Uniform Local Sales and Use Tax Law.</p>	<p>This bill is on the Senate Floor.</p>	<p>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 Sales and Use Tax Law. Existing law, on or after January 1, 2016, prohibits a local agency from entering into any form of agreement that would result, directly or indirectly, in the payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to any person, as defined, for any purpose, if the agreement results in a reduction in the amount of Bradley-Burns local tax revenues that, in the absence of the agreement, would be received by another local agency and the retailer continues to maintain a physical presence within the territorial jurisdiction of that other local agency, with specified exceptions. This bill would require a local agency, as defined, to annually provide specified information relating to each agreement resulting in the direct or indirect payment, transfer, diversion, or rebate of Bradley-Burns local tax revenues to the California Department of Tax and Fee Administration. The bill would additionally require the local agency to publish that information on its internet website. The bill would impose monetary penalties on any local agency that fails to provide information to the department or fails to publish information to its internet website, as prescribed. By expanding the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2892 Low D</p> <p>Vehicles: financial responsibility: self- insurance.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law requires all drivers and all owners of a motor vehicle to be able to establish financial responsibility, including, among other methods, as a self-insurer, as specified. Existing law authorizes the Department of Motor Vehicles, upon application, to issue a certificate of self-insurance to an applicant who has, among other requirements, more than 25 motor vehicles registered in their name. Existing law authorizes the director of the department to adopt and enforce rules and regulations as may be necessary to carry out the provisions of the Vehicle Code relating to the department. Existing regulations provide for the requirements to qualify as a self-insurer, including that the applicant provide an audited financial statement of the applicant's net worth, as specified, that the audited financial statements cover a 3-year period immediately preceding the date of application, and that the audited financial statements include an opinion of the applicant's net worth and reflect a net worth of not less than \$2,200,000 on the date of application. This bill would place in the Vehicle Code specified requirements to qualify as a self-insurer, including an option for an applicant to provide a cash deposit or surety bond in specified amounts. The bill would require the applicant to maintain an insurance policy with certain entities, including a company licensed to provide insurance in California and nonadmitted insurers, as specified.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 3177 Carrillo, Wendy D</p> <p>Mitigation Fee Act: land dedications: mitigating vehicular traffic impacts.</p>	<p>This bill is on the Senate Floor.</p>	<p>Existing law, the Mitigation Fee Act, imposes various requirements with respect to the establishment, increase, or imposition of a fee by a local agency as a condition of approval of a development project. Existing law requires a local agency that imposes a fee on a housing development for the purpose of mitigating vehicular traffic impacts to set the rate for the fee to reflect a lower rate of automobile trip generation if the housing development satisfies specified characteristics, including that the housing development is located within 1/2 mile of a transit station, as specified. Existing law defines transit station for these purposes to mean a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. This bill would instead require the housing development to be located within a transit priority area, as specified, for purposes of a local agency setting the rate for a mitigating vehicular traffic impacts fee to reflect a lower rate of automobile trip generation. The bill would define “transit priority area” as an area within 1/2 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. This bill would prohibit a local agency from imposing a land dedication requirement, as defined, on a housing development to widen a roadway if the land dedication requirement is for the purpose of mitigating vehicular traffic impacts, achieving an adopted traffic level of service related to vehicular traffic, or achieving a desired roadway width. The bill, notwithstanding that prohibition, would authorize a local agency to, among other things, impose a land dedication requirement on a housing development if the housing development is not located in a transit priority area and the housing development has a linear street frontage of 500 feet or more. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>ACA 10 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This bill was signed by the Governor on June 27, 2024.</p>	<p>Assembly Constitutional Amendment No. 1 of the 2023–24 Regular Session (ACA 1) would, if adopted by the people, amend Section 4 of Article XIII A, Section 2 of Article XIII C, and Section 3 of Article XIII D of, and would add Section 2.5 of Article XIII C to, the California Constitution, relative to local finance. Under these provisions, ACA 1 would condition the imposition, extension, or increase of a sales and use tax or transactions and use tax imposed in accordance with specified law or a parcel tax by a local government for the purposes of funding the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, including downpayment assistance, or permanent supportive housing, or the acquisition or lease of real property for those purposes, on the proposition proposing that tax being approved by a majority vote of the membership of the governing board of the local government and by 55% of its voters voting on the proposition and the proposition includes specified accountability requirements. ACA 1 would also make conforming changes. This measure would remove the above-described provisions of ACA 1 relating to special taxes and make conforming changes in other provisions of ACA 1. The measure would direct the Secretary of State to make those amendments in ACA 1. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 108 Wiener D</p> <p>Budget Act of 2024.</p>	<p>This bill was signed by the Governor on June 27, 2024.</p>	<p>The Budget Act of 2024 made appropriations for the support of state government for the 2024–25 fiscal year. This bill would amend the Budget Act of 2024 by amending, adding, and repealing items of appropriation and making other changes. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 532 Wiener D</p> <p>Parking payment zones.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law allows a local authority to establish parking meter zones and fix the rate of fees for those zones by ordinance. Existing law prohibits a local authority from requiring payment of parking meter fees by a mobile device, as specified. This bill would instead authorize, in the City and County of San Francisco, a local authority to require payment of parking fees by a mobile device, if it meets certain requirements, such as adopting an accessible and equitable parking cash payment plan that does not utilize parking meters or payment centers in parking payment zones to provide reasonably accessible alternative means for payment of parking fees using cash. The bill would also authorize the local authority in the City and County of San Francisco to operate the above-described parking zone, for 5 years following the creation of the first zone, or until January 1, 2033, whichever is sooner. The bill would specify that a civil fine for parking in a zone that requires payment by mobile device and lacks a parking meter is 1/2 of the civil fine for failing to pay for metered parking. The bill would require a local authority to consult with specified stakeholders in the development of the plan and would require a local authority that adopts a plan to provide to its governing body and the Legislature, as specified, an evaluation of the plan to determine the plan’s impact on equity, accessibility, and costs.</p>	<p>Watch</p>
<p>SB 904 Dodd D</p> <p>Sonoma-Marín Area Rail Transit District.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law creates, within the Counties of Sonoma and Marin, the Sonoma-Marín Area Rail Transit District with specified duties and powers relative to the provision of a passenger and freight rail system within the territory of the district. Under existing law, the district is governed by a 12-member board of directors appointed by various local governmental entities. Existing law authorizes the board to submit to the voters of the district a measure proposing a retail transactions and use tax ordinance. This bill would also authorize those special taxes to be imposed by a qualified voter initiative if that initiative complies with certain requirements. The bill would require the board of supervisors of the Counties of Sonoma and Marin to call a special election on a tax measure proposed by the district’s board of directors or a qualified voter initiative in their respective counties, as specified. To the extent that the bill would impose additional duties on a county elections official, the bill would impose a state-mandated local program. The bill would delete a provision that limits the district, in the County of Sonoma north of the City of Healdsburg, to locating commuter stations only within incorporated areas. The bill would require the district to obtain coverage for the district and its employees under the appropriate federal and state workers’ compensation, unemployment compensation, and disability and unemployment insurance laws, instead of only under laws of this state. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 960 Wiener D</p> <p>Transportation: planning: complete streets facilities: transit priority facilities.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state, including the state highway operation and protection program (SHOPP). Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan to guide selection of projects for the SHOPP. Existing law requires the commission, in connection with the plan, to adopt targets and performance measures reflecting state transportation goals and objectives. Existing law requires the department to develop, in consultation with the commission, a plain language performance report to increase transparency and accountability of the SHOPP. This bill would require the targets and performance measures adopted by the commission to include targets and performance measures reflecting state transportation goals and objectives for complete streets assets that reflect the existence and conditions of bicycle, pedestrian, and transit priority facilities on the state highway system. The bill would require the department’s plain language performance report to include a description of complete streets facilities, including pedestrian, bicycle, and transit priority facilities on each project, as specified. The bill would require the department to incorporate complete streets elements into projects funded by the SHOPP, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 961 Wiener D</p> <p>Vehicles: safety equipment.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law prohibits a person from driving a vehicle upon a highway at a speed greater than the speed limit. Existing law also prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed that endangers the safety of persons or property. This bill would require, commencing with the 2030 model year, every passenger vehicle, motortruck, and bus manufactured, sold as new, or leased as new in the state to be equipped with a passive intelligent speed assistance system, as specified, that would utilize a brief, one-time, visual and audio signal to alert the driver each time the speed of the vehicle is more than 10 miles per hour over the speed limit. The bill would exempt emergency vehicles, certain motortrucks, motorcycles, motorized bicycles, mopeds, and certain passenger vehicles from this requirement. The bill would require the system to be capable of being fully disabled, by the manufacturer or a franchisee, for emergency vehicles. The bill would require the system, if the system receives conflicting speed limits for the same area, to apply the higher speed limit. This bill contains other related provisions and other existing laws</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 1134 Caballero D</p> <p>Surplus land.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law provides for the disposal of land owned by a local agency that is surplus and is not necessary for the agency’s use. The local agency is required to declare the land either “surplus land” or “exempt surplus land,” as prescribed. Existing law sets forth procedures for the disposal of surplus land and provides that these procedures do not apply to exempt surplus land. Existing law, for prescribed surplus land parcels developed with residential units, requires minimum percentages of residential units developed on the parcel to be sold or rented at affordable housing cost or affordable rent. This bill, with regard to surplus land, would require each parcel of land to be considered a distinct unit of surplus land, with the exception of contiguous parcels that are disposed of simultaneously to the same receiving entity or any entity working in concert with another receiving entity, which parcels the bill would require to be treated as a single unit of land. This bill contains other existing laws.</p>	<p>Watch</p>
<p>SB 1321 Wahab D</p> <p>Employment Training Panel: employment training program: projects and proposals.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law establishes the Employment Training Panel within the Employment Development Department and sets forth its powers and duties with respect to certain employment training programs. Existing law declares the intent of the Legislature that the purpose of provisions relating to the panel is to establish an employment training program to promote a healthy labor market in a growing, competitive economy and to fund only projects that meet specified criteria, including promoting the retention and expansion of the state’s manufacturing workforce. Existing law requires the panel, in funding projects that meet the above-described criteria, to give funding priority to projects that meet specified goals, including promoting the retention and expansion of the state’s manufacturing workforce. This bill would also include in the above-described project criteria, among other things, assisting existing apprentice, certification, or other training programs in updating training to reflect new technologies or methods, or to address gaps in existing training. The bill would also include in the above-described goals, among other things, meeting the standards established by the Division of Apprenticeship Standards for high-quality training programs. The bill would authorize projects developed pursuant to the above-described provisions to use program funding, upon appropriation by the Legislature, to provide training through apprenticeship programs approved by the Division of Apprenticeship Standards and training at joint-labor management training centers. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 1420 Caballero D</p> <p>Hydrogen production facilities: certification and environmental review.</p>	<p>This bill is on the Assembly Floor.</p>	<p>(1)The California Environmental Quality Act (CEQA) requires preparation of specified documentation before a public agency approves or carries out certain projects. Existing law authorizes the Governor to certify energy infrastructure projects meeting specified requirements for streamlining benefits related to CEQA. Existing law defines “energy infrastructure project” for these purposes to include eligible renewable energy resources under the California Renewables Portfolio Standard Program, excluding resources that use biomass fuels. Existing law expressly excludes from that definition of “energy infrastructure project” any project using hydrogen as a fuel. This bill would instead exclude from the definition of “energy infrastructure project” for purposes of the CEQA streamlining benefits eligible renewable energy resources under the California Renewables Portfolio Standard Program that combust, rather than use, biomass fuels. The bill would include hydrogen production facilities and associated onsite storage and processing facilities that meet specified conditions, including that the facilities have received funding from the state or federal government on or before January 1, 2032, and do not use fossil fuel as a feedstock or energy source, within the definition of “energy infrastructure project.” Because the bill would authorize the Governor to certify additional projects, thereby increasing the duties on lead agencies in conducting the environmental review of energy infrastructure projects certified by the Governor, this bill would impose a state-mandated local program.</p>	<p>Watch</p>
<p>SB 1509 Stern D</p> <p>Negligent Operator Treatment (NOT) in California Act.</p>	<p>This bill is on the Assembly Floor.</p>	<p>Existing law prohibits driving a vehicle upon a highway at a speed greater than is reasonable or prudent. Existing law also prohibits driving a vehicle in excess of an established speed limit. Existing law requires that specified convictions, violations, and traffic-related incidents count as points against a driver’s record for purposes of suspension or revocation of the privilege to drive. This bill, the Negligent Operator Treatment (NOT) in California Act, would, commencing on January 1, 2027, prohibit excessively speeding, defined as driving a vehicle at a speed that exceeds the posted speed limit by 26 miles per hour or more on a highway with a posted speed limit for passenger vehicles of 55 miles per hour or less. The bill would provide that a conviction for excessively speeding is punishable as an infraction and one point shall be assessed against a driver’s record for a first violation and 2 points for any subsequent violation that occurs within 3 years after a previous violation for which the driver was convicted. This bill contains other existing laws.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 1031 Wiener D</p> <p>San Francisco Bay area: local revenue measure: transportation improvements.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. This bill would authorize the commission to raise and allocate new revenue and incur and issue bonds and other indebtedness, as specified. In this regard, the bill would authorize the commission, until January 1, 2041, to impose a retail transactions and use tax, a regional payroll tax, a parcel tax, and a regional vehicle registration surcharge in all or a subset of the 9 counties of the San Francisco Bay area, except as specified, in accordance with applicable constitutional requirements. The bill would prohibit a tax or surcharge described above from being imposed for a period of time of more than 30 years. The bill would require the parcel tax to be collected by counties and the other 3 taxes to be collected by specified state agencies, and would require the net revenues from those taxes to be remitted to the commission, as prescribed. The bill would require the commission, in consultation with county transportation authorities, to develop an expenditure plan for the expenditure of the revenues expected to be generated by the tax or surcharge, together with other federal, state, and local funds expected to be available for transportation improvements, as specified. The bill would require, before the election on the tax or surcharge, the expenditure plan to be approved by county transportation authorities representing counties meeting certain criteria, as provided. The bill would require the revenue generated pursuant to these provisions to be used for transportation improvements in the San Francisco Bay area, including for various transit purposes, and would require the commission to allocate those revenues in accordance with specified requirements. This bill contains other related provisions and other existing laws.</p>	<p>Oppose Unless Amended May 2024</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>SB 1325 Durazo D</p> <p>Public contracts: best value procurement: goods.</p>	<p>This bill was held in the Assembly Appropriations Committee.</p>	<p>Existing law imposes requirements on, and authorizes procedures for, public contracting for equipment and services, among other things, by local and state agencies. Existing law authorizes certain procurements to be facilitated through a lowest responsible bidder requirement. This bill would authorize a public entity, as defined, to award contracts through a best value procurement method, as described, for the purchase of goods with a base value of \$250,000 or more. The bill would require the public entity to adopt and publish procedures and guidelines for evaluating the qualifications of the bidders to ensure the best value selections are conducted in a fair and impartial manner, as described. The bill would authorize the procedures and guidelines to include the adoption of a high road jobs plan policy that evaluates bidders' high road jobs plan commitments as part of the overall score for the public contract, as specified. This bill would require the solicitation document to include certain information and would direct the public entity to use a scoring method based on price and the factors described in the solicitation document, as specified. The bill would require the public entity to let any contract for these projects to the selected bidder that represents the best value or reject all bids. The bill would also authorize a public entity to award all contracts for the purchase of municipal fleets by using a best value procurement method, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>This bill failed passage in the Senate Local Government Committee.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Existing law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). Existing law imposes different requirements for notice, agenda, and public participation, as prescribed, when a legislative body is using alternate teleconferencing provisions. The nonemergency provisions impose restrictions on remote participation by a member of the legislative body and require the legislative body to provide specific means by which the public may remotely hear and visually observe the meeting. This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. The bill would require at least one staff member of the local agency to be present at a designated primary physical meeting location during the meeting. The bill would require the local agency to post the agenda at the primary physical meeting location. The bill would require the members of the subsidiary body to visibly appear on camera during the open portion of a meeting that is publicly accessible via the internet or other online platform, as specified. The bill would also require the subsidiary body to list a member of the subsidiary body who participates in a teleconference meeting from a remote location in the minutes of the meeting. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter. This bill contains other related provisions and other existing laws.</p>	<p>Support April 2023</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 1516 Kalra D</p> <p>Labor and Workforce Development Agency: working group: minimum wage.</p>	<p>This bill was held on the Suspense File in the Senate Appropriations Committee.</p>	<p>Existing law establishes the Department of Industrial Relations within the Labor and Workforce Development Agency to, among other things, foster, promote, and develop the welfare of the wage earners of California, to improve their working conditions, and to advance their opportunities for profitable employment. Existing law establishes the Division of Labor Standards Enforcement under the direction of the Labor Commissioner within the Department of Industrial Relations, and requires the division to ascertain the wages paid to all employees in this state, to ascertain the hours and conditions of labor and employment in the various occupations, trades, and industries in which employees are employed in this state, and to investigate the health, safety, and welfare of those employees. This bill would require the Labor and Workforce Development Agency to convene a working group to study and evaluate topics related to the minimum wage in California. The bill would require the working group to submit to the Legislature, on or before July 1, 2025, a report that outlines recommendations for raising the minimum wage for all workers in California.</p>	<p>Watch</p>
<p>AB 1837 Papan D</p> <p>San Francisco Bay area: public transit: Regional Network Management Council.</p>	<p>This bill is no longer moving forward this session.</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Existing law requires the commission to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction, as specified. This bill would create the Regional Network Management Council as an 11-member council to represent the interests of its stakeholders, to provide leadership and critical input on regional transit policies, and to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of transformative improvements in the customer experience San Francisco Bay area transit. The bill would require the commission to facilitate the creation of the council. By requiring the commission to facilitate the creation of the council, and requiring certain employees of specified local agencies to serve on the council, the bill would impose a state-mandated local program.</p>	<p>Support June 2024</p>

**San Mateo County Transit District
State Legislative Matrix 8/21/2024**

Bill ID/Topic	Location	Summary	Position
<p>AB 2421 Low D</p> <p>Employer-employee relations: confidential communications.</p>	<p>This bill was held in the Senate Appropriations Committee.</p>	<p>Existing law that governs the labor relations of public employees and employers, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, and provisions relating to judicial employees, public schools, higher education, the San Francisco Bay Area Rapid Transit District, the Santa Cruz Metropolitan Transit District, the Sacramento Regional Transit District, and other public transit employees, prohibits employers from taking certain actions relating to employee organizations. This includes 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 further prohibit denying to employee organizations the rights guaranteed to them by existing law. This bill would also prohibit a local public agency employer, a state employer, a judicial employer, a public school employer, a higher education employer, or the district from questioning any employee or employee 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 provide that communications between an employee and their employee representative would not be confidential if, at any time, the representative was a witness or party to any of the events forming the basis of a potential administrative disciplinary or criminal investigation.</p>	<p>Watch</p>