



PETER RATTO, CHAIR
 JOSH POWELL, VICE CHAIR
 MARINA FRASER
 JEFF GEE
 CAROLE GROOM
 ROSE GUILBAULT
 RICO E. MEDINA
 DAVE PINE
 CHARLES STONE

CARTER MAU
 ACTING GENERAL MANAGER/CEO

AGENDA

BOARD OF DIRECTORS MEETING

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to [Assembly Bill 361](#) (Government Code Section 54953).

Directors, staff and the public may participate remotely via Zoom at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRIAweUpSVUg3L1V5U1RoUXFrzd09> or by entering Webinar ID: **912 7560 6315**, Passcode: **064030** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only. The video live stream will be available after the meeting at <http://www.samtrans.com/about/boardofdirectors/video.html>.

Public Comments: Members of the public are encouraged to participate remotely. 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:

http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html

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

WEDNESDAY, MARCH 2, 2022

2:00 PM

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
2. ROLL CALL
3. CONSENT CALENDAR

MOTION

- a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person

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

- b. Approval of Minutes of the Board of Directors Meeting of February 2, 2022
- c. Acceptance of Statement of Revenues and Expenses for the Period Ending January 31, 2022
- d. Acceptance of Capital Projects Quarterly Status Report for 2nd Quarter Fiscal Year 2022
- e. Acceptance of Quarterly Fuel Hedge Update

4. 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.

5. REPORT OF THE CHAIR

- a. Resolution Honoring National Women's History Month

6. REPORT OF THE GENERAL MANAGER/CEO

- a. Presentation of Operator and Maintenance Awards
- b. Bus Operator Recruitment and Retention Efforts

7. BOARD MEMBER REQUESTS/COMMENTS

8. RECESS TO COMMITTEE MEETINGS

**A. COMMUNITY RELATIONS COMMITTEE / COMMITTEE OF THE WHOLE
(R. Guilbault, Chair, M. Fraser, R. Medina)**

- 1. Call to Order

MOTION

- 2. Approval of Minutes of Community Relations Committee Meeting of February 2, 2022

INFORMATIONAL

- 3. Accessible Services Update
- 4. Paratransit Coordinating Council Update
- 5. Citizens Advisory Committee Update
- 6. Monthly Performance Report – January 2022
- 7. New SamTrans Website Launch **Pending**
- 8. Adjourn

**B. FINANCE COMMITTEE / COMMITTEE OF THE WHOLE
(M. Fraser, Chair, J. Gee, R. Guilbault)**

- 1. Call to Order

MOTION

- 2. Approval of Minutes of Finance Committee Meeting of February 2, 2022

3. Authorize an Amendment to Contract #21-S-M-050 for the Purchase and Delivery of 17 Battery Electric Heavy-duty Low-floor Buses and 20 Depot Chargers, Increase the Budget for the Express Bus Project by \$16,535,180, and Amend the Fiscal Year 2022 Capital Budget to \$55,519,700
4. Adjourn

**C. STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE / COMMITTEE OF THE WHOLE
(C. Groom, Chair, J. Gee, D. Pine)**

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of February 2, 2022
3. Adoption of SamTrans Service Policy Framework
4. Adoption of *Reimagine SamTrans* Final Plan, Approval of the Associated Title VI Analysis, and Adoption of a Negative Declaration under the California Environmental Quality Act

INFORMATIONAL

5. Update on Metropolitan Transportation Commission (MTC) Transit Network Management (TNM) Business Case and Fare Coordination and Integration
6. Adjourn

**D. LEGISLATIVE COMMITTEE / COMMITTEE OF THE WHOLE
(R. Medina, Chair, C. Groom, C. Stone)**

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of February 2, 2022
3. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 2197 (Mullin) and SB 942 (Newman)
4. Adjourn

9. RECONVENE BOARD OF DIRECTORS MEETING

10. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

SUBJECTS DISCUSSED

- a. Accessible Services Update
- b. Paratransit Coordinating Council Update
- c. Citizens Advisory Committee Update
- d. Mobility Management Report: FY 2022 Mid -year Summary
- e. Monthly Performance Report – January 2022
- f. New SamTrans Website Launch

11. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

RESOLUTION

- a. Authorizing an Amendment to Contract #21-S-M-050 for the Purchase and Delivery of 17 Battery Electric Heavy-duty Low-floor Buses and 20 Depot Chargers, Increasing the Budget for the Express Bus Project by \$16,535,180, and Amending to Increase the Fiscal Year 2022 Capital Budget to \$55,519,700

12. MATTERS FOR BOARD CONSIDERATION: STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE

RESOLUTIONS

- a. Adopting SamTrans Service Policy Framework
- b. Adopting the *Reimagine SamTrans* Final Plan, Approving the Associated Title VI Service Equity Analysis, and Adopting a Negative Declaration Under the California Environmental Quality Act

SUBJECT DISCUSSED

- c. Update on Metropolitan Transportation Commission (MTC) Transit Network Management (TNM) Business Case and Fare Coordination and Integration

13. LEGISLATIVE COMMITTEE

MOTION

- a. State and Federal Legislative Update and Approval of Legislative Proposals: Support AB 2197 (Mullin) and SB 942 (Newman)

14. COMMUNICATIONS TO THE BOARD OF DIRECTORS

15. DATE, TIME AND PLACE OF NEXT REGULAR MEETING – Wednesday, April 6, 2022 at 2:00 pm, via Zoom teleconference (additional location, if any, to be determined)

16. GENERAL COUNSEL REPORT

- a. Closed Session: Conference with Legal Counsel – Anticipated Litigation. Initiation of Litigation Pursuant to Government Code Section 54956.9(d)(4): One Potential Case

17. ADJOURN

INFORMATION FOR THE PUBLIC

If you have questions on the agenda, please contact the District Secretary at 650-508-6242. Agendas are available on the SamTrans website at:

http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html.

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

Due to COVID-19, the meeting will only be via teleconference as per the information provided at the top of the agenda. The Public may not attend this meeting in person.

*Should Zoom not be operational, please check online at:

http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html for any updates or further instruction.

Public Comment

Members of the public are encouraged to participate remotely. 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: http://www.samtrans.com/about/boardofdirectors/Board_of_Directors_Calendar.html.

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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 94070-1306; 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
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Joan Cassman
Legal Counsel

SUBJECT: **ADOPTION OF RESOLUTION MAKING FINDINGS THAT THE PROCLAIMED
STATE OF EMERGENCY FOR COVID-19 CONTINUES TO IMPACT THE BOARD'S
AND COMMITTEES' ABILITY TO MEET SAFELY IN PERSON**

ACTION

Legal Counsel and the Acting General Manager/CEO recommend the Board adopt its next resolution under Assembly Bill 361 (AB 361) (1) making findings that the proclaimed COVID-19 pandemic State of Emergency continues to impact the ability of the San Mateo County Transit District (District) Board of Directors (Board) and its committees to meet safely in person, and (2) allowing for the District to use the modified teleconferencing requirements under California Government Code Section 54953 for Board and committee meetings for the next 30 days.

SIGNIFICANCE

On October 6, 2021, the Board adopted its first resolution under AB 361 documenting the findings described above. The Board also was advised to consider similar actions monthly thereafter until conditions change and remote meetings are no longer necessary and appropriate. The proposed action would enable the District's Board and committees to continue to meet remotely for the next 30 days.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

On March 4, 2020, Governor Newsom declared a State of Emergency to exist in California as a result of the COVID-19 pandemic. The Governor issued Executive Order N-29-20 on March 17, 2020 to suspend certain provisions of the Ralph M. Brown Act related to teleconferencing to facilitate legislative bodies' use of remote public meetings to help protect against the spread of COVID-19. On June 11, 2021, the Governor issued Executive Order N-08-21, which specified that Executive Order N-29-20 remained in effect through September 30, 2021, at which point it expired.

On September 16, 2021, Governor Newsom signed AB 361 into law as urgency legislation that went effect immediately. AB 361 amended Government Code Section 54953 to

allow legislative bodies, during proclaimed states of emergency, to meet remotely, without requiring public notice of or accesses to locations where legislative body members would participate in the meetings by teleconference, and without requiring a quorum of the members of the legislative body of the agency to participate from locations within the boundaries of the agency's jurisdiction.

On November 10, 2021, the Governor issued Executive Order N-21-21, which extended the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022. The Governor's action was primarily in response to a plateau in California's preceding record of week-over-week declines in COVID-19 cases and hospitalizations, indicating the potential beginning of a new surge in COVID-19 cases, and the need to protect capacity in and prevent staffing shortages at health care facilities with the onset of the flu season.

To be allowed to meet remotely pursuant to AB 361, the legislative body must hold a meeting during a proclaimed state of emergency and:

- find that state or local officials have imposed or recommended measures to promote social distancing; or
- by majority vote, determine that as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

Local agency determinations to meet using the modified teleconferencing rules under AB 361 can be relied upon for up to 30 days. After that, a local agency can continue to meet remotely pursuant to AB 361 if it reconsiders the circumstances of the state of emergency and finds, by a majority vote, that:

- the state of emergency continues to directly impact the ability of the members to meet in person, or
- state or local officials continue to impose or recommend measures to promote social distancing.

Prepared by: Shayna van Hoften, Legal Counsel

415-995-5880

RESOLUTION NO. 2022 -

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

**FINDING THAT THE PROCLAIMED STATE OF EMERGENCY FOR THE COVID-19
PANDEMIC CONTINUES TO IMPACT THE ABILITY FOR THE BOARD OF DIRECTORS AND ITS
COMMITTEES TO MEET SAFELY IN PERSON, AND DIRECTING THAT VIRTUAL BOARD AND
COMMITTEE MEETINGS CONTINUE**

WHEREAS, on March 4, 2020, Governor Newsom declared a State of Emergency to exist in California as a result of the threat of the COVID-19 pandemic, which declaration remains in effect; and

WHEREAS, the San Mateo County Board of Supervisors subsequently declared a local emergency related to COVID-19, which declaration also remains in effect; and

WHEREAS, on March 17 and June 11, 2020, the Governor issued Executive Orders N-29-20 and N-08-21, respectively, suspending certain provisions of the Ralph M. Brown Act related to teleconferencing through September 30, 2021 to facilitate legislative bodies conducting public meetings remotely to help protect against the spread of COVID-19 and to protect the health and safety of the public; and

WHEREAS, on September 16, 2021, the Governor signed Assembly Bill (AB) 361 into law, amending Government Code Section 54953, effective immediately, to allow legislative bodies to continue to meet remotely under less restrictive requirements during a proclaimed State of Emergency provided that (1) state or local officials have imposed or recommended measures to promote social distancing, or (2) the legislative bodies determine that meeting in person would present imminent risks to the health or safety of attendees, and (3) the legislative bodies make such findings at least every thirty days during the term of the declared state of emergency; and

WHEREAS, on October 6, 2021, pursuant to Resolution 2021-42, the San Mateo County Transit District Board of Directors (Board) made the requisite findings to allow teleconferencing under AB 361 for 30 days; and

WHEREAS, in recognition that California had stopped recording week-over-week declines in COVID-19 cases and hospitalizations and the fact that flu season was approaching, on November 10, 2021, Governor Newsom issued Executive Order N-21-21 to extend the State of Emergency and the timeframes set forth in Executive Orders N-12-21 and N-17-21 until at least March 31, 2022; and

WHEREAS, the Board finds that state and local officials, including the San Mateo County Health Officer, the California Department of Public Health (CDPH), and the Department of Industrial Relations, have maintained or continued to recommend measures to promote social distancing, and current public health data continues to indicate that dominant strains of Covid-19 present ongoing risks of severe illness, even in vaccinated populations; and

WHEREAS, the Board has reviewed the findings made in Resolution 2021-42 and again concludes that there is a continuing threat of COVID-19 to the community, and that Board and committee meetings have characteristics that continue to give rise to risks to health and safety of meeting participants (such as the increased mixing associated with bringing together people from across the community, the need to enable those who are immunocompromised or unvaccinated to be able to safely continue to participate fully in public governmental meetings, and the challenges with fully ascertaining and ensuring compliance with vaccination and other safety recommendations at such meetings); and

WHEREAS, to help protect against the spread of COVID-19 and its variants, and to protect the health and safety of the public, the Board desires to take the actions necessary to continue to hold its Board and committee meetings remotely as authorized by AB 361.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District has reconsidered the circumstances of the COVID-19 State of Emergency, and finds that (1) the COVID-19 State of Emergency continues to directly impact the ability of the members to meet safely in person, (2) meeting in person would present imminent risks to the health or safety of meeting attendees, and (3) state or local officials continue to impose or recommend measures to promote social distancing; and

BE IT FURTHER RESOLVED, that in light of these findings, the Board directs the Acting General Manager/CEO and Board Secretary to continue to agendize public meetings of the Board, and all District committees that are subject to the Brown Act, only as online teleconference meetings; and

BE IT FURTHER RESOLVED, that the District will comply with the requirements of Government Code Section 54953(e)(2) when holding Board and committee meetings pursuant to this Resolution; and

BE IT FURTHER RESOLVED, that this Resolution will be in effect for the maximum period of time permitted under AB 361 (30 days), and the Board will reconsider the findings in this Resolution each month and may subsequently reaffirm these findings.

Regularly passed and adopted this 2nd day of March, 2022 by the following

vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

**SAN MATEO COUNTY TRANSIT DISTRICT (DISTRICT)
1250 SAN CARLOS AVENUE, SAN CARLOS, CALIFORNIA**

**MINUTES OF BOARD OF DIRECTORS MEETING
FEBRUARY 2, 2022**

MEMBERS PRESENT: M. Fraser, J. Gee, C. Groom (left at 5:18 pm), R. Guilbault,
(Via Teleconference) R. Medina, D. Pine, J. Powell (Vice Chair), P. Ratto (Chair) (left at
2:49 pm and rejoined at 2:55 pm), C. Stone (left at 5:18 pm)

MEMBERS ABSENT: None

STAFF PRESENT: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE

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

2. ROLL CALL

Ms. Seamans confirmed that a quorum of the Board was present.

3. REPORT FROM CLOSED SESSION AT JANUARY 29 SPECIAL BOARD MEETING

a. Closed Session: Public Employee Performance Evaluation Pursuant to Government Code Section 54957

Position: Acting General Manager/CEO

Joan Cassman, Legal Counsel, stated that there was no reportable action for the record.

4. CONSENT CALENDAR

a. Adoption of Resolution Making Findings that the Proclaimed State of Emergency for COVID-19 Continues to Impact the Board's and Committees' Ability to Meet Safely in Person – Approved by Resolution No. 2022-3

b. Approval of Minutes of the Board of Directors Regular Meeting of January 5, 2022 and Special Meetings of January 26 & 29, 2022

c. Acceptance of Statement of Revenues and Expenses for the Period Ending December 31, 2021

d. Acceptance of Quarterly Investment Report and Fixed Income Market Review and Outlook for the Period Ending December 31, 2021

e. Award of Contract for North Base Bus Wash Replacement Project – Approved by Resolution No. 2022-4

f. Award of Contracts for On-call Executive Recruitment Services – Approved by Resolution No. 2022-5

g. Award of Contract for LED Lighting Upgrade (Phase 2) at North Base and South Base – Approved by Resolution No. 2022-6

Director Rose Guilbault requested that Item #4f be pulled from consent.

The Board voted to accept or approve Items #4a-e and #4g:

Motion/Second: Stone/Medina

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

Kevin Yin, Director, Contracts and Procurement, provided background information on the contract. He explained that it is better for the District to have a bench of contractors available instead of looking for contractors at the last minute. Director Guilbault asked if there was a lot of staff turnover. Derek Hansel, Chief Financial Officer said with the on-call option, the District avoids having to go through a special bid process. Director Guilbault asked if the service was used for managers and above, and Mr. Hansel concurred.

The Board voted to approve Item #4f:

Motion/Second: Medina/Pine

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

5. PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

Rich Hedges noted the recent passing of disabilities activist Bob Planthold.

Hayden said that many trips on Route 292 have been cancelled recently but communication to the riders has been lacking. He suggested publishing notification of cancelled trips on social media.

6. "PATHWAY FORWARD" POSITION OF THE SAN MATEO COUNTY TRANSIT DISTRICT ON CALTRAIN GOVERNANCE

Carter Mau, Acting General Manager/CEO, provided the presentation that outlined a proposal for SamTrans' "Pathway Forward" position on Caltrain governance that would guarantee the independent governance of the Caltrain board.

Public Comment:

Davis Turner said he supported a quick resolution of the Caltrain governance issue, whether with the "Pathway Forward" proposal or another means.

Zoe Kersteen-Tucker, former SamTrans director, expressed her support of the proposal.

Rich Hedges expressed his support for the proposal.

Adina Levin, Friends of Caltrain, expressed her support for the proposal and shared services agreement.

Shirley Harris, former SamTrans director, expressed her support for the proposal.

Chair Ratto said that the Path Forward would accelerate the resolution of the entire Caltrain governance issue. Mr. Mau said the proposal will attempt to resolve many of the issues in months rather than the years it would take if an ad hoc committee were to be established.

Director Charles Stone asked about the payment received by the District. Mr. Mau said that a \$19.6 million repayment was made to SamTrans for the right of way. Director Stone asked if the payment was from the 2008 agreement, and Mr. Mau concurred.

Director Jeff Gee noted that the Pathway Forward repayment schedule was six months. He asked if MTC (Metropolitan Transportation Commission) would program funds by June 2022, which Mr. Mau confirmed.

Chair Peter Ratto left the meeting at 2:49 pm.

Director Carole Groom asked about next steps. Mr. Mau said he was making a similar proposal to the Caltrain Board.

Director Stone asked about the conditions for repayment of the money within the proposal. Mr. Mau said the proposal does not specify what the source of the funds needs to be. He said if the terms of the proposal are not met, the terms will be void.

Chair Peter Ratto rejoined the meeting at 2:55 pm.

Chair Ratto requested the Vice Chair Josh Powell assist in presiding over the remainder of the meeting due to technical issues.

Director Pine that he wanted to confirm that the \$15.2 million payment includes interest on the \$19.8 million and the remainder of the management agency, which Mr. Mau confirmed.

Director Guilbault said she was shocked that SamTrans had invested nearly \$1 billion in Caltrain over the years. Director Stone asked for clarification on what the \$1 billion has been used for. Mr. Mau said over the years, the County has invested heavily in Caltrain, particularly for grade separations and station improvements.

Director Gee expressed his support for the proposal and said it explains the situation clearly.

Director Rico Medina said he supported coming together and passing a resolution on the proposal.

Director Pine said the proposal guarantees the independent governance of the Caltrain board.

Director Stone said the Board's support of the proposal would show its support of its sister agency.

Motion/Second: Stone/Fraser

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

7. REPORT OF THE CHAIR

a. Resolution of Appreciation for Former Chair Charles Stone– *Approved by Resolution No. 2022-7*

Chair Ratto read the resolution.

Motion/Second: Medina/Groom

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

8. REPORT OF THE GENERAL MANAGER/CEO

Mr. Mau said the report was in the packet. He thanked Director Stone for his leadership.

9. BOARD MEMBER REQUESTS/COMMENTS

There were no comments.

10. RECESS TO COMMITTEE MEETINGS

The Board meeting recessed to Committee meetings at 3:24 pm.

11. RECONVENE BOARD OF DIRECTORS MEETING

Chair Ratto reconvened the Board meeting at 5:01 pm.

12. MATTERS FOR BOARD CONSIDERATION: COMMUNITY RELATIONS COMMITTEE

Director Rose Guilbault led the Board in voting on the following item:

RESOLUTION:

- a. Resolution Honoring National African-American History Month – *Approved by Resolution No. 2022-8*

Motion/Second: Guilbault/Pine

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

Director Guilbault reported on the following items:

SUBJECTS DISCUSSED:

- b. Accessible Services Update
- c. Paratransit Coordinating Council Update
- d. Citizens Advisory Committee Update
- e. Mobility Management Report: FY 2022 Mid -year Summary
- f. Monthly Performance Report – December 2021

13. MATTERS FOR BOARD CONSIDERATION: FINANCE COMMITTEE

Director Marina Fraser let the Board in voting on the following item:

RESOLUTION:

- a. Increasing the Project Budget for the South Base Switchgear Replacement Project by \$5.7 Million and Increasing the Fiscal Year 2021-22 Capital Budget by a Corresponding Amount for a Total Capital Budget of \$46,750,326 – *Approved by Resolution No. 2022-9*

Motion/Second: Fraser/Gee

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

14. MATTERS FOR BOARD CONSIDERATION: STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE

Director Carole Groom reported on the following items:

SUBJECTS DISCUSSED:

- a. Reimagine SamTrans: Phase Three Outreach Summary, Final Recommended Network and Draft Phasing Plan
- b. SamTrans Draft Service Policy Framework

15. MATTERS FOR BOARD CONSIDERATION: LEGISLATIVE COMMITTEE

Director Rico Medina reported on the following item:

SUBJECT DISCUSSED:

- a. State and Federal Legislative Update

16. COMMUNICATIONS TO THE BOARD OF DIRECTORS

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

17. DATE, TIME AND PLACE OF NEXT REGULAR MEETING

Chair Ratto announced the time and location of the next meeting as Wednesday, March 2, 2022 at 2:00 pm, via Zoom.

18. GENERAL COUNSEL REPORT

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

Agency-designated Representatives: Pat Glenn and David Olmeda

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

Ms. Cassman announced that following the closed session, the Board would reconvene into open session to take action on a resolution.

The Board recessed to closed session at 5:09 pm.

Directors Carole Groom and Charles Stone left the meeting at 5:18 pm.

The Board reconvened in open session at 5:22 pm.

The Board approved the following resolution:

Approving Collective Bargaining Agreements ~~w~~With Amalgamated Transit Union, Local 1574 – Approved by Resolution No. 2022-10

Motion/Second: Medina/Gee

Ayes: Fraser, Gee, Guilbault, Medina, Pine, Powell, Ratto

Noes: None

Absent: Groom, Stone

19. ADJOURN

The meeting adjourned at 5:25 pm.

An audio/video recording of this meeting is available online at www.samtrans.com. 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: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
Chief Financial Officer

SUBJECT: **STATEMENT OF REVENUES AND EXPENSES FOR THE PERIOD
ENDING JANUARY 31, 2022**

ACTION

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the month of January 31, 2022 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through January 31, 2022. The statement has been designed to follow the Agency wide line item rollup as included in the adopted budget. The columns have been designed to provide easy comparison of year to date prior to current actuals for the current fiscal year including dollar and percentage variances.

SIGNIFICANCE

Annual Forecast: The annual forecast was updated based on actual revenue and expense trends through January 2022. The forecast was derived by analyzing trends and reviewing details with cost center managers.

Forecast Revenues: Total Sources of Funds (page 1 of the Statement of Revenues and Expenses, line 19) are forecast \$11.0 million higher than budget primarily due to Sales Tax revenues (page 1, line 11 & 12). Sales Tax revenues includes the latest projections which continues to reflect recovery from pandemic. Other Interest, Rent, & Other Income (page 1, line 14) is higher than budget by \$0.7 million due primarily to a reimbursement of Bus services for BART. This is partially offset by American Rescue Plan Act (ARPA) funds (page 1, line 5) which is lower than budget by \$0.4 million. This reflects the final actual allocation received from MTC.

Forecast Expenses: Total Uses of Funds (page 1, line 44) are forecast \$2.4 million lower than budget. Motor Bus (page 1, line 23) expense is lower than budget due to lower expenses in CUB (page 3, line 34), Technical Services (page 3, line 8) and Other Services

(page 3, line 9). A.D.A. Programs (page 1, line 24) is lower than budget due to reduce consultant services.

Year to Date Revenues: As of January year-to-date actual, the Total Sources of Funds (page 1, line 19) are \$20.9 million lower than the prior year. This is primarily driven by the decreases in the CARES Act Funds (page 1, line 4), SMCTA Measure A (page 1, line 7), and Other Interest, Rent, & Other Income (page 1, line 14). The decreases are partially offset by increases in Passenger Fares (page 1, line 1), ARPA Funds (page 1, line 5), District Sales Tax (page 1, line 11), and Measure W Sales Tax (page 1, line 12).

Year to Date Expenses: As of January year-to-date actual, the Total Uses of Funds (page 1, line 44) are \$11.5 million lower than the prior year-to-date actual. This is primarily due to the decreases in Caltrain (page 1, line 25) and Sales Tax Allocation for Capital Programs (page 1, line, 36).

In Fiscal Year 2022, the San Mateo Transportation Authority will not provide funding for Caltrain operations as the Peninsula Corridor Joint Powers Board is not requesting member funding for operations. Therefore, there will be no expenses in Peninsula Rail Service (page 1, line 25 and page 4, line 62) and corresponding revenues in Transfers from SMCTA for Caltrain (page 1, line 7 and page 2, line 35).

BUDGET IMPACT

There is no budget impact for the month of January 2022.

STRATEGIC INITIATIVE

This item does not achieve a strategic initiative.

Prepared By:	Kyle Huie, Accountant II	650-551-6180
	Jennifer Ye, Acting Director, Accounting	650-622-7890

**SUMMARY OF REVENUES AND EXPENSES
FISCAL YEAR 2022
JANUARY 2022**

% OF YEAR ELAPSED: 58.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
SOURCES OF FUNDS							
Operating Revenues							
1 Passenger Fares	2,738,979	5,148,518	2,409,540	88.0%	8,183,000	8,183,000	-
2 Local TDA and STA Funds	25,380,475	24,791,627	(588,848)	(2.3%)	42,499,928	42,499,928	-
3 Pass through to Other Agencies	221,868	348,467	126,599	57.1%	597,375	597,375	-
4 CARES Act Funds	42,108,358	-	(42,108,358)	(100.0%)	-	-	-
5 ARPA Funds	-	15,633,362	15,633,362	100.0%	16,037,830	15,633,362	(404,468)
6 Operating Grants	1,261,704	369,990	(891,714)	(70.7%)	4,392,998	4,392,998	-
7 SMCTA Measure A	6,928,227	2,251,563	(4,676,664)	(67.5%)	3,785,600	3,785,600	-
8 AB434 Funds, TA Funded Shuttle & Other	393,786	228,039	(165,747)	(42.1%)	315,900	315,900	-
9 Subtotal - Operating Revenues	79,033,395	48,771,566	(30,261,830)	(38.3%)	75,812,631	75,408,163	(404,468)
Other Revenue Sources							
11 District Sales Tax	53,675,230	59,709,843	6,034,613	11.2%	96,490,000	103,619,000	7,129,000
12 Measure W Sales Tax	27,109,600	29,790,675	2,681,076	9.9%	48,245,000	51,809,500	3,564,500
13 Investment Income	2,035,912	1,325,984	(709,928)	(34.9%)	2,840,000	2,840,000	-
14 Other Interest, Rent & Other Income	4,379,793	3,164,604	(1,215,189)	(27.7%)	5,845,069	6,531,469	686,400
15 Due from PCJPB, SMCTA & SAMTR Capital W&B	12,729,014	15,296,567	2,567,553	20.2%	33,829,222	33,829,222	-
16							
17 Subtotal - Other Revenues	99,929,548	109,287,673	9,358,125	9.4%	187,249,291	198,629,191	11,379,900
18 Total Revenues	178,962,944	158,059,239	(20,903,705)	(11.7%)	263,061,922	274,037,354	10,975,432.26
19 Total Sources of Funds	178,962,944	158,059,239	(20,903,705)	(11.7%)	263,061,922	274,037,354	10,975,432.26
USES OF FUNDS							
22 PCJPB, SMCTA & SAMTR Capital W&B	12,729,014	15,296,567	2,567,553	20.2%	33,829,222	33,829,222	-
23 Motor Bus	75,330,180	75,550,415	220,235	0.3%	144,288,978	142,020,131	(2,268,847)
24 A. D. A. Programs	9,417,756	9,879,917	462,161	4.9%	17,797,833	17,660,553	(137,280)
25 Caltrain	5,949,922	-	(5,949,922)	(100.0%)	-	-	-
26 Other Multi-modal Programs	1,297,081	1,064,980	(232,100)	(17.9%)	2,780,281	2,780,281	-
27 Pass through to Other Agencies	221,868	348,467	126,599	57.1%	597,375	597,375	-
28 Land Transfer Interest Expense	-	-	-	0.0%	95,411	95,411	-
29 Total Operating Expense	104,945,821	102,140,346	(2,805,475)	(2.7%)	199,389,100	196,982,973	(2,406,127)
30							
31 Total Operating Surplus / (Deficit)	74,017,123	55,918,893	(18,098,230)	(24.5%)	63,672,822	77,054,381	13,381,559
32							
33 District Sales Tax Capital	3,263,272	2,124,620	(1,138,652)	(34.9%)	3,642,205	3,642,205	-
34 Measure W Sales Tax Capital	583,333	3,972,921	3,389,587	581.1%	6,810,721	6,810,721	-
35 Reserves for Future Capital Allocation	10,649,953	-	(10,649,953)	(100.0%)	-	-	-
36 Sales Tax Allocation - Capital Program	14,496,558	6,097,540	(8,399,018)	(57.9%)	10,452,926	10,452,926	-
37							
38 Total Debt Service	5,172,289	4,907,397	(264,892)	(5.1%)	19,149,881	19,149,881	-
39							
40 Reserve for Operating Reserve Fund	-	-	-	-	41,240,626	41,240,626	-
41 Reserve for Sales Tax Stabilization Fund	-	-	-	-	14,473,500	14,473,500	-
42 Draw from prior year surplus	-	-	-	-	(21,644,111)	(21,644,111)	-
43							
44 Total Uses of Funds	124,614,668	113,145,284	(11,469,384)	(9.2%)	263,061,922	260,655,795	(2,406,127)
45							
46 NET SURPLUS / (DEFICIT)	54,348,276	44,913,955	(9,434,320)	(17.4%)	-	13,381,559	13,381,559

SAN MATEO COUNTY TRANSIT DISTRICT
STATEMENT OF REVENUES
FISCAL YEAR 2022
JANUARY 2022

% OF YEAR ELAPSED: 58.3%

REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
OPERATING REVENUES - MOTOR BUS							
1 PASSENGER FARES	2,646,302	4,898,602	2,252,300	85.1%	7,753,000	7,753,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	21,880,740	20,109,747	(1,770,993)	(8.1%)	34,473,853	34,473,853	-
4							
5 STATE TRANSIT ASSISTANCE	2,065,079	3,252,655	1,187,576	57.5%	5,575,975	5,575,975	-
6							
7 OPERATING GRANTS	1,033,348	95,539	(937,809)	(90.8%)	1,808,887	1,808,887	-
8							
9 DISTRICT SALES TAX REVENUE	42,919,223	44,492,002	1,572,780	3.7%	89,631,669	86,676,422	(2,955,247)
10							
11 INVESTMENT INTEREST INCOME	1,634,781	1,089,264	(545,516)	(33.4%)	2,475,000	2,475,000	-
12							
13 OTHER REVENUE SOURCES:							
14 Rental Income	845,963	613,127	(232,836)	(27.5%)	1,684,688	1,684,688	-
15 Advertising Income	56,854	172,673	115,819	203.7%	745,500	745,500	-
16 Other Income	2,247,890	826,806	(1,421,084)	(63.2%)	140,406	826,806	686,400
17 TOTAL OTHER REVENUES	3,150,707	1,612,606	(1,538,101)	(48.8%)	2,570,594	3,256,994	686,400
18							
19 TOTAL MOTOR BUS	75,330,180	75,550,415	220,235	0.3%	144,288,978	142,020,131	(2,268,847)
20							
21 AMERICAN DISABILITIES ACT:							
22 Passenger Fares Redi-Wheels	92,676	249,916	157,239	169.7%	430,000	430,000	-
23 Local TDA 4.5 Redi-Wheels	1,157,081	1,058,407	(98,674)	(8.5%)	1,814,413	1,814,413	-
24 Local STA - Paratransit	277,575	370,818	93,244	33.6%	635,687	635,687	-
25 Operating Grants	228,356	274,451	46,095	20.2%	2,584,111	2,584,111	-
26 Sales Tax Revenue - ADA	4,576,917	4,594,212	17,295	0.4%	6,833,022	6,695,742	(137,280)
27 Interest Income - Paratransit Fund	401,131	236,720	(164,411)	(41.0%)	365,000	365,000	-
28 SMCTA Measure A Redi-Wheels	1,886,667	2,251,563	364,896	19.3%	3,785,600	3,785,600	-
29 SM County Measure K	-	-	-	0.0%	-	-	-
30 Measure M Paratransit	797,354	843,829	46,475	5.8%	1,350,000	1,350,000	-
31 TOTAL ADA PROGRAMS	9,417,756	9,879,917	462,161	4.9%	17,797,833	17,660,553	(137,280)
32							
33 MULTI-MODAL TRANSIT PROGRAMS:							
34							
35 Transfer from SMCTA for Caltrain	5,129,706	-	(5,129,706)	(100.0%)	-	-	-
36 Other Sources - Caltrain	863,067	-	(863,067)	(100.0%)	-	-	-
37 AB434 Funds-SamTrans Shuttle	393,786	228,039	(165,747)	(42.1%)	315,900	315,900	-
38 Employer SamTrans Shuttle Funds	525,312	735,596	210,285	40.0%	1,762,500	1,762,500	-
39 Dumbarton Rental Income	293,572	316,850	23,278	7.9%	161,975	161,975	-
40 Sales Tax Revenue - Gen. Operating Asst.	84,412	(215,505)	(299,917)	(355.3%)	539,906	539,906	-
41							
42 TOTAL MULTIMODAL	7,289,854	1,064,980	(6,224,873)	(85.4%)	2,780,281	2,780,281	-
43							
44 TOTAL REVENUES	92,037,789	86,495,312	(5,542,477)	(6.0%)	164,867,092	162,460,965	(2,406,127)

**SAN MATEO COUNTY TRANSIT DISTRICT
OPERATING EXPENSES
FISCAL YEAR 2022
JANUARY 2022**

% OF YEAR ELAPSED: 58.3%

<u>EXPENSES</u>	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
DISTRICT OPERATED BUSES							
1 Motor Bus Wages & Benefits	42,488,070	40,152,923	(2,335,147)	(5.5%)	73,837,760	73,837,760	-
2							
3 Services:							
4 Board of Directors	69,956	83,683	13,727	19.6%	118,733	118,733	-
5 Contracted Vehicle Maintenance	522,546	649,803	127,257	24.4%	1,364,178	1,364,178	-
6 Property Maintenance	806,470	927,824	121,354	15.0%	1,754,500	1,754,500	-
7 Professional Services	1,773,611	2,768,279	994,668	56.1%	6,001,230	6,001,230	-
8 Technical Services	4,534,216	4,235,488	(298,729)	(6.6%)	10,677,517	10,118,670	(558,847)
9 Other Services	1,624,141	1,768,837	144,697	8.9%	4,370,839	4,160,839	(210,000)
10 Materials & Supply:							
11 Fuel and Lubricants	967,981	2,009,769	1,041,788	107.6%	3,526,864	3,526,864	-
12 Bus Parts and Materials	1,264,174	1,242,794	(21,380)	(1.7%)	2,095,610	2,095,610	-
13 Uniforms and Driver Expense	180,147	308,776	128,629	71.4%	1,093,563	1,093,563	-
14 Timetables and Tickets	-	54,696	54,696	100.0%	224,134	224,134	-
15 Office Supplies / Printing	321,492	232,016	(89,477)	(27.8%)	405,194	405,194	-
16 Other Materials and Supply	118,671	64,271	(54,400)	(45.8%)	136,800	136,800	-
17							
18 Utilities:							
19 Telephone	324,535	303,458	(21,078)	(6.5%)	669,200	669,200	-
20 Other Utilities	739,720	800,346	60,626	8.2%	1,639,000	1,639,000	-
21 Insurance	2,201,955	2,686,986	485,031	22.0%	3,030,945	3,030,945	-
22 Claims Reserves and Payments	95,349	643,765	548,417	575.2%	600,000	600,000	-
23 Workers' Compensation	1,765,019	1,903,809	138,790	7.9%	3,756,275	3,756,275	-
24 Taxes and License Fees	386,262	529,553	143,291	37.1%	967,142	967,142	-
25 Leases and Rentals	36,120	45,889	9,769	27.0%	81,900	81,900	-
26 Promotional and Legal Advertising	85,918	162,819	76,900	89.5%	1,252,443	1,252,443	-
27 Training and Business Travel	138,565	91,931	(46,634)	(33.7%)	675,125	675,125	-
28 Dues and Membership	114,071	130,559	16,488	14.5%	188,467	188,467	-
29 Postage and Other	67,438	69,701	2,263	3.4%	217,442	217,442	-
30							
31 Total District Operated Buses	60,626,429	61,867,975	1,241,546	2.0%	118,684,861	117,916,014	(768,847)
32							
33 CONTRACTED BUS SERVICES							
34 Contracted Urban Bus Service	11,883,104	11,137,673	(745,431)	(6.3%)	21,123,100	19,623,100	(1,500,000)
35 Coastside Services	1,053,913	963,373	(90,540)	(8.6%)	1,677,800	1,677,800	-
36 Redi Coast Non-ADA	137,914	109,160	(28,753)	(20.8%)	229,300	229,300	-
37 La Honda - Pescadero	-	-	-	0.0%	52,600	52,600	-
38 SamCoast - Pescadero	34,766	77,699	42,933	123.5%	152,000	152,000	-
39 CUB Related Wages & Benefits	203,712	224,053	20,342	10.0%	505,717	505,717	-
40 CUB Related Other Support	59,072	57,644	(1,428)	(2.4%)	143,936	143,936	-
41 CUB Insurance	901,592	1,255,604	354,012	39.3%	1,519,664	1,519,664	-
42 CUB Claims Reserves & Payments	429,678	(142,767)	(572,445)	(133.2%)	200,000	200,000	-
43 Total Contracted Bus Service	14,703,751	13,682,440	(1,021,311)	(6.9%)	25,604,117	24,104,117	(1,500,000)
44							
45 TOTAL MOTOR BUS	75,330,180	75,550,415	220,235	0.3%	144,288,978	142,020,131	(2,268,847)

OPERATING EXPENSES
FISCAL YEAR 2022
JANUARY 2022

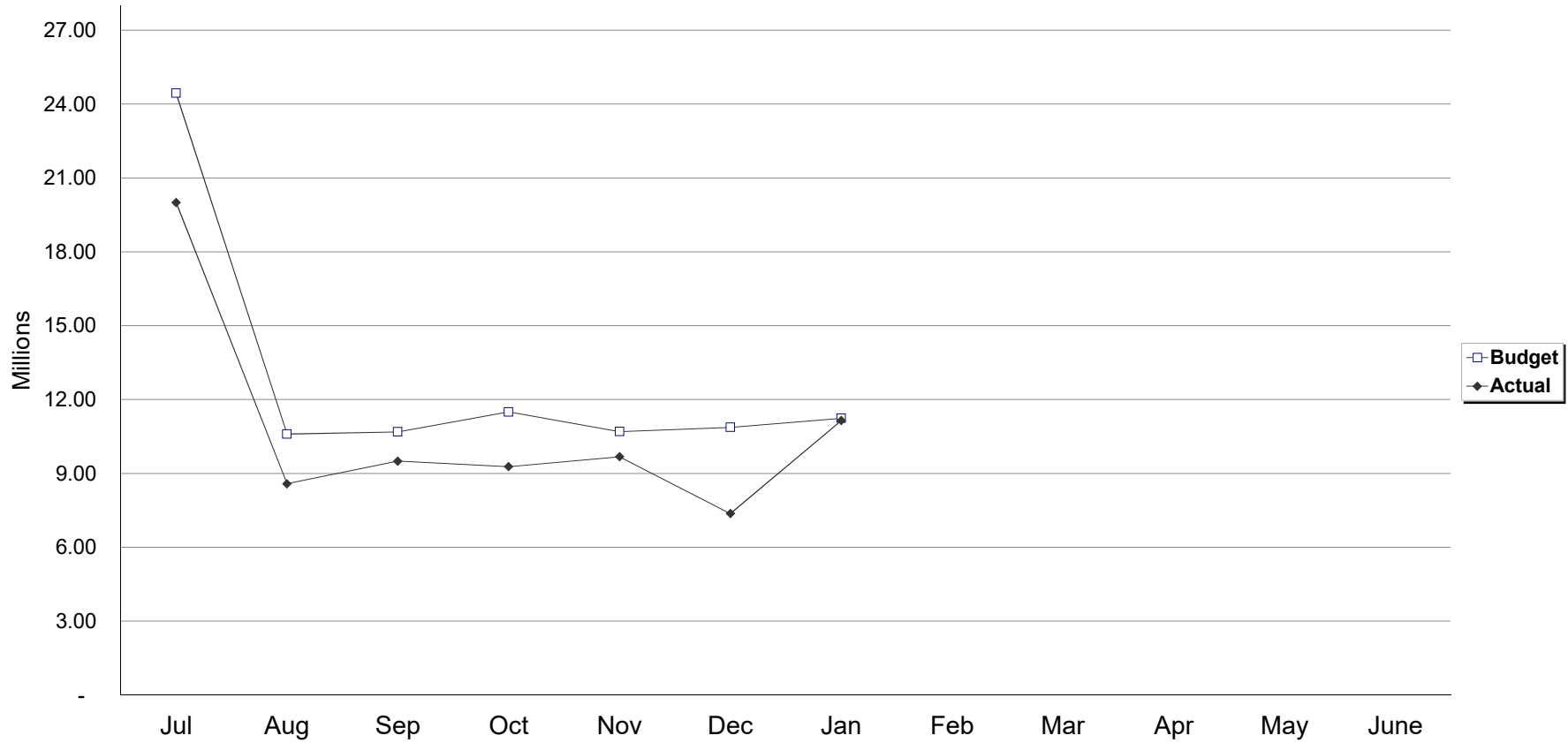
% OF YEAR ELAPSED: **58.3%**

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
AMERICAN DISABILITY ACT PROGRAMS							
Elderly & Disabled/Redi-Wheels	4,493,725	4,471,772	(21,954)	(0.5%)	7,675,510	7,675,510	-
ADA Sedans / Taxi Service	1,224,080	1,319,989	95,909	7.8%	2,212,350	2,212,350	-
Coastside ADA	663,455	743,508	80,053	12.1%	1,420,000	1,420,000	-
ADA Related Wages & Benefits	1,635,417	1,405,899	(229,519)	(14.0%)	2,768,826	2,768,826	-
ADA Related Other Support	665,469	966,120	300,652	45.2%	2,332,603	2,195,323	(137,280)
ADA Insurance	743,844	1,056,526	312,682	42.0%	1,188,544	1,188,544	-
ADA Claims Reserves & Payments	(8,234)	(83,897)	(75,663)	(918.9%)	200,000	200,000	-
TOTAL ADA PROGRAMS	9,417,756	9,879,917	462,161	4.9%	17,797,833	17,660,553	(137,280)
MULTI-MODAL TRANSIT PROGRAMS							
CALTRAIN SERVICE							
Peninsula Rail Service	5,992,773	-	(5,992,773)	(100.0%)	-	-	-
Total Caltrain Service	5,992,773	-	(5,992,773)	(100.0%)	-	-	-
OTHER SUPPORT							
SamTrans Shuttle Service	1,147,388	945,844	(201,544)	(17.6%)	2,331,500	2,331,500	-
Shuttle Related Wages & Benefits	48,393	42,745	(5,648)	(11.7%)	91,806	91,806	-
Dumbarton M.O.W.	20,080	-	(20,080)	(100.0%)	161,975	161,975	-
Maintenance Multimodal Facilities	81,219	76,391	(4,828)	(5.9%)	195,000	195,000	-
Total Other Support	1,297,081	1,064,980	(232,100)	(17.9%)	2,780,281	2,780,281	-
TOTAL MULTI-MODAL PROGRAMS	7,289,854	1,064,980	(6,224,873)	(85.4%)	2,780,281	2,780,281	-
TOTAL OPERATING EXPENSES	92,037,789	86,495,312	(5,542,477)	(6.0%)	164,867,092	162,460,965	(2,406,127)

SAN MATEO COUNTY TRANSIT DISTRICT

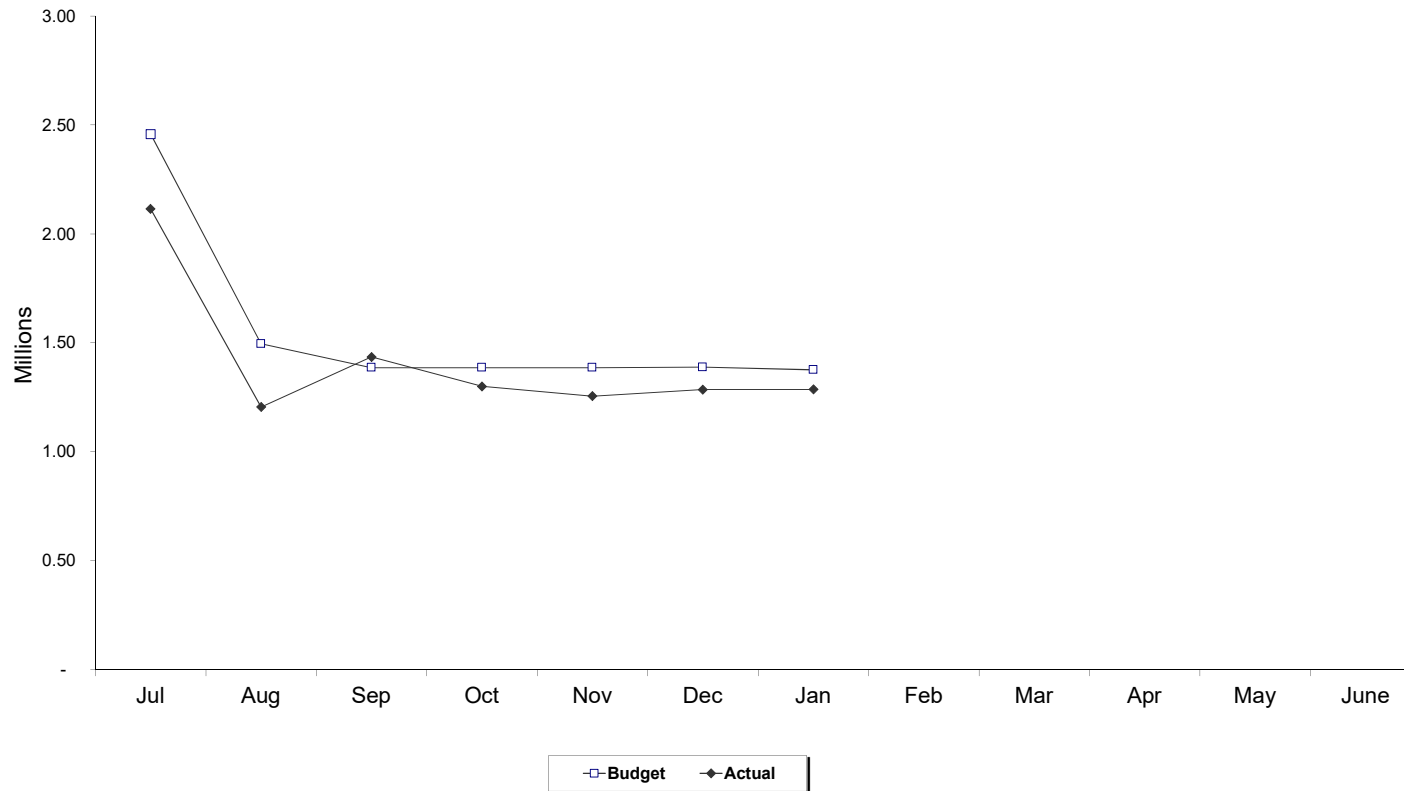
MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	24,442,520	10,602,197	10,684,425	11,495,009	10,698,620	10,868,269	11,238,999					
Actual	20,005,399	8,580,360	9,500,571	9,272,931	9,677,641	7,366,357	11,147,156					
CUMULATIVE EXPENSES												
Budget	24,442,520	35,044,717	45,729,142	57,224,151	67,922,771	78,791,040	90,030,039					
Actual	20,005,399	28,585,759	38,086,330	47,359,261	57,036,902	64,403,259	75,550,415					
Variance - F(U)	4,437,121	6,458,958	7,642,812	9,864,890	10,885,869	14,387,781	14,479,624					
Variance %	18.2%	18.4%	16.7%	17.2%	16.0%	18.3%	16.1%					

SAN MATEO COUNTY TRANSIT DISTRICT
ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL
FISCAL YEAR 2022

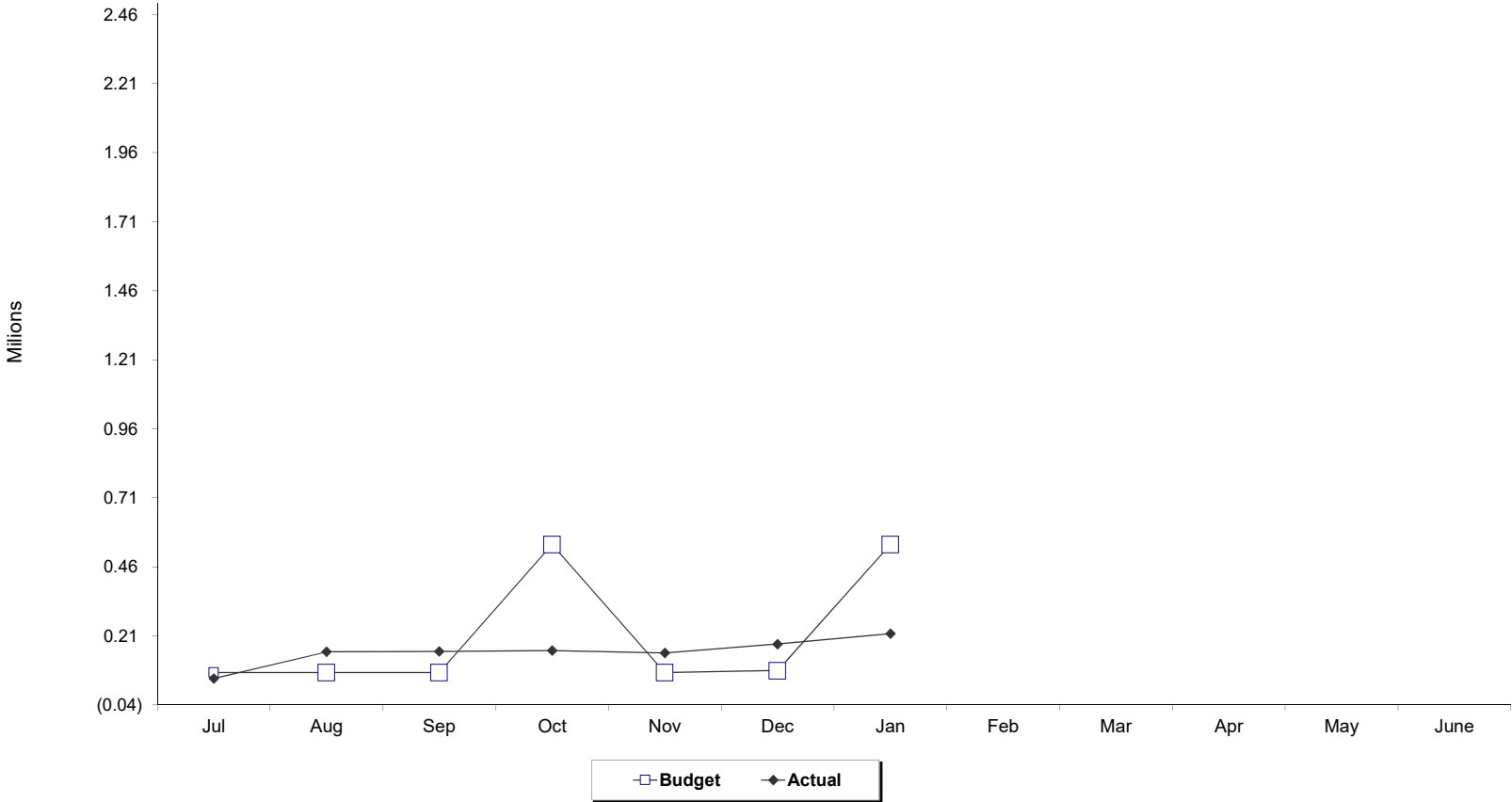


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	2,458,870	1,495,280	1,385,995	1,385,995	1,385,995	1,387,680	1,375,387					
Actual	2,115,306	1,204,716	1,434,655	1,299,943	1,254,826	1,285,079	1,285,390					
CUMULATIVE EXPENSES												
Budget	2,458,870	3,954,150	5,340,145	6,726,140	8,112,135	9,499,815	10,875,202					
Actual	2,115,306	3,320,022	4,754,677	6,054,620	7,309,447	8,594,527	9,879,918					
Variance - F(U)	343,564	634,128	585,468	671,520	802,688	905,288	995,283					
Variance %	14.0%	16.0%	11.0%	10.0%	9.9%	9.5%	9.2%					

SAN MATEO COUNTY TRANSIT DISTRICT

MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL

FISCAL YEAR 2022



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MONTHLY EXPENSES												
Budget	77,345	77,345	77,345	540,945	77,345	83,945	540,945					
Actual	56,004	152,622	153,378	156,901	147,846	180,046	218,183					
CUMULATIVE EXPENSES												
Budget	77,345	154,690	232,035	772,980	850,325	934,270	1,475,215					
Actual	56,004	208,626	362,004	518,905	666,752	846,798	1,064,980					
Variance - F(U)	21,341	(53,936)	(129,969)	254,075	183,573	87,472	410,235					
Variance %	27.6%	(34.9%)	(56.0%)	32.9%	21.6%	9.4%	27.8%					

**SAN MATEO COUNTY TRANSIT DISTRICT
CASH AND INVESTMENTS AS OF JANUARY 31, 2022**

1/31/2022

LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF

Bank of America Checking	86,941,763.31
Bank of America Checking (Restricted)	10,850,404.55
Wells Fargo	1,140.00
LAIF	74,843,042.92

INVESTMENT FUNDS

Investment Portfolio (Market Values+ Accrued interest)*	209,358,901.98
MMF - US Bank Custodian Account	8,553,027.44

Debt Service Reserves Held By Trustee	8,589,206.28
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TOTAL	<u>399,137,486.48</u>
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* Fund Managed by PFM Investment Advisor

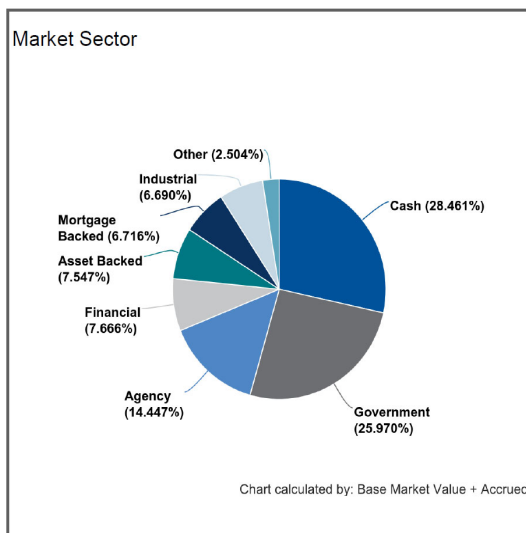
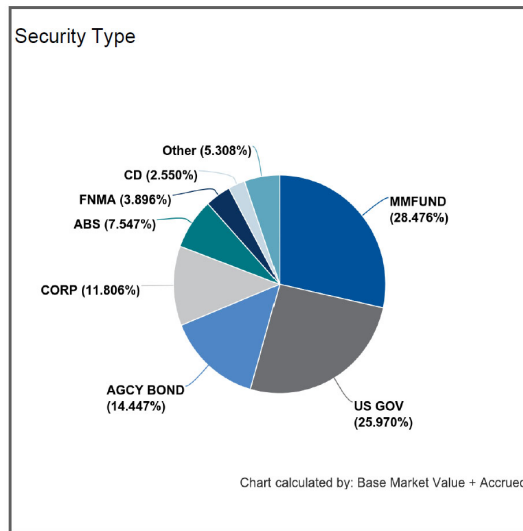
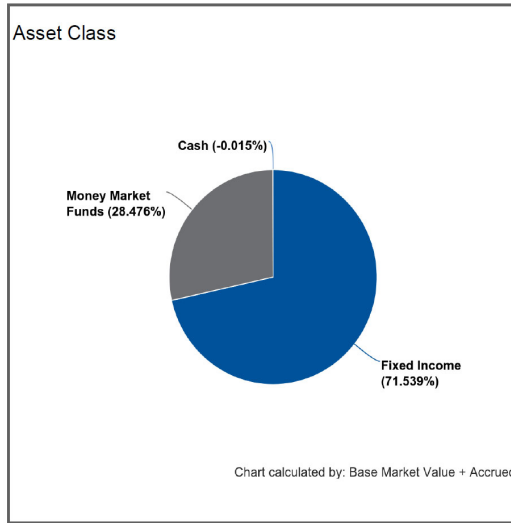
Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	-44,488.85
MMFund (incl LAIF)	83,396,070.36
Fixed Income	209,403,390.83
Duration	2.085
Convexity	0.016
WAL	1.611
Years to Final Maturity	2.307
Years to Effective Maturity	1.610
Yield	1.155
Book Yield	0.777
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
United States	25.970%
(SM - LAIF) State of California	25.554%
Other	22.342%
Federal Home Loan Mortgage Corporation	14.304%
Federal National Mortgage Association	6.217%
U.S. Bancorp	3.548%
The Bank of New York Mellon Corporation	1.064%
Apple Inc.	1.001%
---	100.000%

Footnotes: 1,2

Footnotes:

- 1) Grouped by Issuer Concentration
 2) Groups sorted by: % of Base Market Value+Accrued



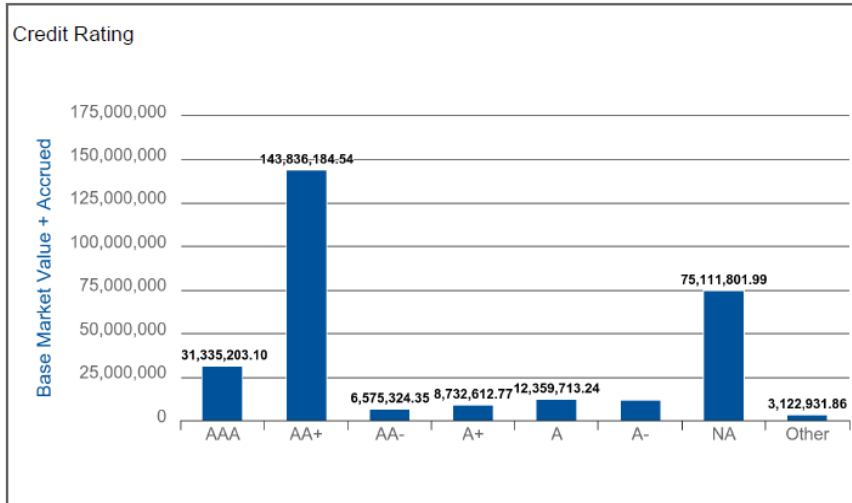


Risk Summary

01/01/2022 - 01/31/2022

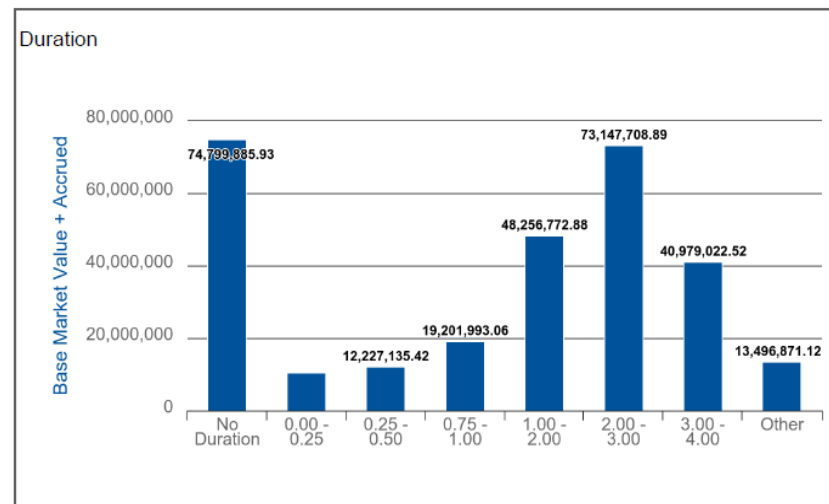
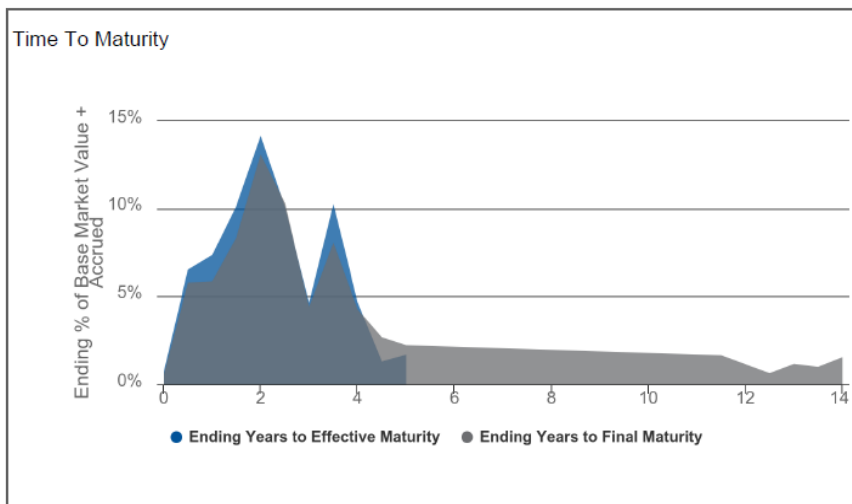
SAM Transit District Agg (136232)

Dated: 02/07/2022



Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	5.294%	2.384%	3.027%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	9.498%	12.305%	16.895%	12.807%	0.116%	0.000%	0.000%	0.000%	0.000%
A	1.517%	1.691%	4.235%	1.193%	2.547%	0.000%	0.000%	0.000%	0.000%
BBB	0.000%	0.000%	0.832%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
BB	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
B	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CCC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
CC	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
C	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%
NA	0.000%	0.107%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

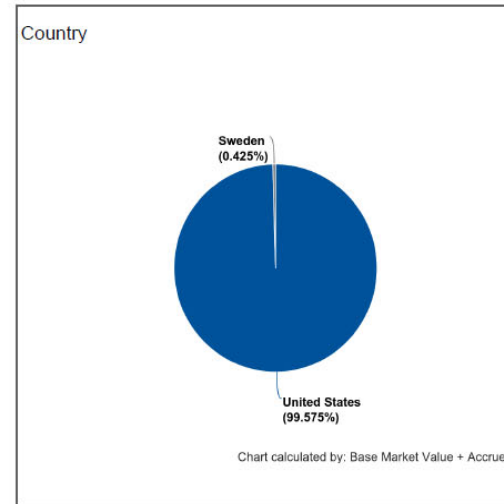
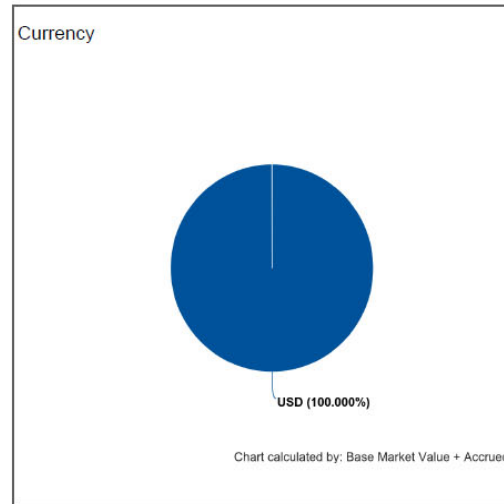
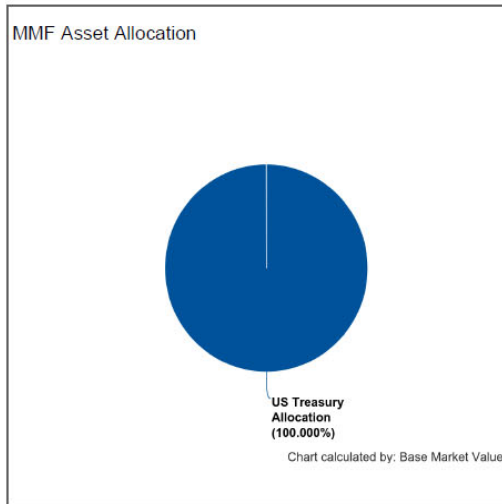
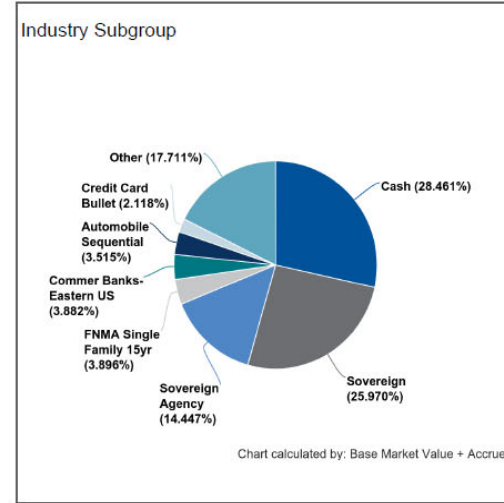
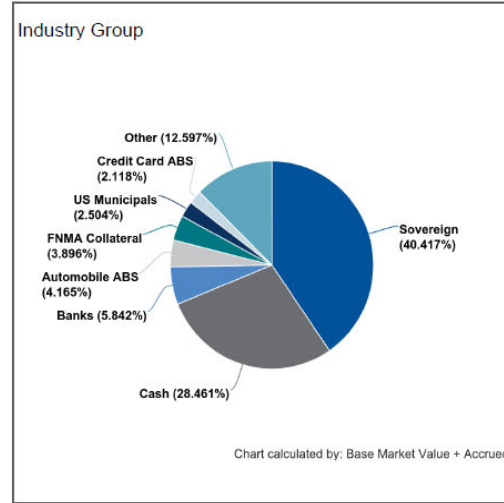
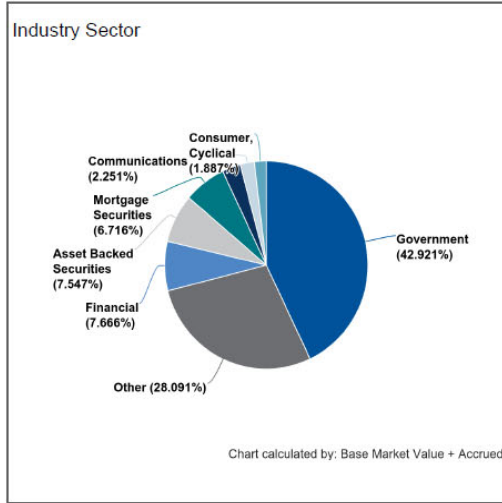


Risk Summary

01/01/2022 - 01/31/2022

SAM Transit District Agg (136232)

Dated: 02/07/2022



CLEARWATER

ANALYTICS.

Report: Master BS by lot - group by Security type
Account: SAM TR Reimbursement Fund (136225)
As of: 01/31/2022
Base Currency: USD

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	8,441,379.92		01/31/2022	8,441,379.92	0.00	8,441,379.92	8,441,379.92
MMFUND			8,441,379.92			8,441,379.92	0.00	8,441,379.92	8,441,379.92

- * Grouped by: Security Type
- * Groups Sorted by: Security Type
- * Weighted by: Base Market Value + Accrued
- * Holdings Displayed by: Lot

Report: Master BS by lot - group by Security type
 Account: SAM TR Reserve Fund (136226)
 As of: 01/31/2022
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	370,000.00	03/10/2021	07/25/2024	369,985.31	22.82	365,694.74	365,717.56
ABS	09661RAD3	BMWOT 2020-A A3	267,658.81	07/15/2020	10/25/2024	267,638.60	21.41	266,573.99	266,595.41
ABS	14041NFU0	COMET 2019-2 A	1,660,000.00	09/05/2019	09/15/2022	1,659,582.01	1,268.98	1,667,315.15	1,668,584.13
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,441,687.02	1,442,047.57
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,128,838.38	1,129,367.62
ABS	14044CAC6	COPAR 2021-1 A3	460,000.00	10/27/2021	09/15/2026	459,991.31	157.42	453,373.70	453,531.12
ABS	14313FAD1	CARMX 2018-3 A3	24,033.06	07/25/2018	06/15/2023	24,029.78	33.43	24,076.51	24,109.95
ABS	14315FAD9	CARMX 2020-3 A3	442,698.79	07/22/2020	03/17/2025	442,622.91	121.99	441,029.47	441,151.46
ABS	14316HAC6	CARMX 2020-4 A3	425,000.00	10/21/2020	08/15/2025	424,906.46	94.44	422,303.94	422,398.38
ABS	14316NAC3	CARMX 2021-1 A3	255,000.00	01/27/2021	12/15/2025	254,949.61	38.53	252,339.03	252,377.56
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	868,529.19	868,758.61
ABS	362554AC1	GMCAR 2021-4 A3	385,000.00	10/21/2021	09/16/2026	384,990.18	109.08	380,368.59	380,477.67
ABS	36255JAD6	GMCAR 2018-3 A3	14,879.24	07/18/2018	05/16/2023	14,875.77	18.72	14,895.19	14,913.91
ABS	362569AD7	GMALT 2020-3 A4	300,000.00	09/29/2020	10/21/2024	299,958.00	46.75	298,033.38	298,080.13
ABS	362590AC5	GMCAR 2020-3 A3	700,000.00	08/19/2020	04/16/2025	699,839.84	131.25	695,216.39	695,347.64
ABS	36260KAC8	GMCAR 2020-4 A3	400,000.00	10/14/2020	08/18/2025	399,914.52	63.33	396,224.21	396,287.55
ABS	36261RAD0	GMALT 2021-1 A4	410,000.00	02/24/2021	02/20/2025	409,938.09	41.34	405,881.30	405,922.64
ABS	380140AC7	GMCAR 213 A3	610,000.00	07/21/2021	06/16/2026	609,962.30	122.00	600,984.79	601,106.79
ABS	43815GAC3	HAROT 2021-4 A3	460,000.00	11/24/2021	01/21/2026	459,903.03	112.44	455,218.27	455,330.71
ABS	44891RAC4	HART 2020-C A3	1,250,000.00	10/28/2020	05/15/2025	1,249,712.13	211.11	1,237,173.95	1,237,385.06
ABS	44933LAC7	HART 2021-A A3	335,000.00	04/28/2021	09/15/2025	334,964.76	45.97	329,790.26	329,836.23
ABS	44935FAD6	HART 2021-C A3	355,000.00	11/17/2021	05/15/2026	354,920.76	116.76	350,196.66	350,313.42
ABS	47787NAC3	JDOT 2020-B A3	249,811.05	07/22/2020	11/15/2024	249,772.98	56.62	248,421.38	248,478.00
ABS	50117TAC5	KCOT 211 A3	355,000.00	04/14/2021	08/15/2025	354,927.37	79.48	348,925.83	349,005.31
ABS	65479CAD0	NAROT 2020-B A3	323,718.81	06/30/2020	07/15/2024	323,709.94	79.13	322,934.61	323,013.74
ABS	65480BAC1	NAROT 2021-A A3	1,455,000.00	06/23/2021	10/15/2025	1,454,975.41	213.40	1,430,920.82	1,431,134.22
ABS	89237VAB5	TAOT 2020-C A3	929,054.87	07/27/2020	10/15/2024	928,983.33	181.68	925,693.22	925,874.91
ABS	89238EAD8	TLOT 21A A4	335,000.00	04/21/2021	08/20/2025	334,930.02	51.18	330,299.95	330,351.13
ABS	92290BAA9	VZOT 2020-B A	1,030,000.00	08/12/2020	02/20/2025	1,029,783.70	147.92	1,021,237.02	1,021,384.93
ABS	92348TAA2	VZOT 2020-A A1A	475,000.00	01/29/2020	07/22/2024	474,944.38	268.51	476,894.73	477,163.24
ABS	92868KAC7	VALET 2021-1 A3	685,000.00	12/13/2021	06/22/2026	684,973.15	213.49	679,911.92	680,125.41
ABS	98163KAC6	WOART 2021-D A3	560,000.00	11/03/2021	10/15/2026	559,923.73	163.80	552,908.69	553,072.49
ABS			19,031,854.62			19,029,201.31	5,352.23	18,833,892.27	18,839,244.49

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	1,000,000.00	04/16/2020	04/14/2025	995,040.00	1,486.11	970,105.00	971,591.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	550,000.00	09/11/2020	09/04/2025	548,350.00	842.19	527,925.75	528,767.94
AGCY BOND	3134GVJ66	FEDERAL HOME LOAN MORTGAGE CORP	10,000,000.00	07/23/2020	06/08/2022	10,004,000.00	3,680.56	9,997,390.00	10,001,070.56
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	04/24/2020	04/22/2025	997,940.00	1,718.75	973,826.00	975,544.75
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,000,000.00	06/19/2020	06/17/2025	997,930.00	611.11	967,223.00	967,834.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	2,112.50	1,248,617.50	1,250,730.00
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	1,400.00	1,154,598.00	1,155,998.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	511.11	1,131,619.55	1,132,130.66
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	950,000.00	05/07/2020	05/05/2023	949,601.00	851.04	943,419.35	944,270.39
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	1,000,000.00	06/26/2020	06/26/2023	997,080.00	243.06	989,734.00	989,977.06
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	166.67	1,538,918.40	1,539,085.07
AGCY BOND	3137EAEV7	FEDERAL HOME LOAN MORTGAGE CORP	2,500,000.00	08/21/2020	08/24/2023	2,497,450.00	2,725.69	2,469,107.50	2,471,833.19
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,100,000.00	09/04/2020	09/08/2023	1,100,200.87	1,092.36	1,085,726.40	1,086,818.76
AGCY BOND	3137EAEW5	FEDERAL HOME LOAN MORTGAGE CORP	1,500,000.00	09/04/2020	09/08/2023	1,499,505.00	1,489.58	1,480,536.00	1,482,025.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	1,733.33	1,247,526.80	1,249,260.13
AGCY BOND	3137EAEY1	FEDERAL HOME LOAN MORTGAGE CORP	1,200,000.00	10/16/2020	10/16/2023	1,195,524.00	437.50	1,180,278.00	1,180,715.50
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	767.36	1,280,328.40	1,281,095.76
AGCY BOND	3137EAF A2	FEDERAL HOME LOAN MORTGAGE CORP	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	3,166.67	7,867,912.00	7,871,078.67
AGCY BOND			37,650,000.00			37,615,238.87	25,035.59	37,054,791.65	37,079,827.24

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(389,988.30)	---	01/31/2022	(389,988.30)	0.00	(389,988.30)	(389,988.30)
CASH	CCYUSD	RECEIVABLE	354,784.56	---	01/31/2022	354,784.56	0.00	354,784.56	354,784.56
CASH	CCYUSD		(35,203.74)			(35,203.74)	0.00	(35,203.74)	(35,203.74)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEV	900,000.00	04/04/2019	04/01/2022	900,000.00	21,366.50	903,870.00	925,236.50
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	1,200,000.00	03/23/2021	03/17/2023	1,200,000.00	6,195.00	1,194,429.60	1,200,624.60
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	950,000.00	12/06/2019	12/02/2022	950,000.00	3,283.83	960,093.75	963,377.58
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	950,000.00	08/29/2019	08/26/2022	950,000.00	7,762.29	956,663.30	964,425.59
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	950,000.00	09/03/2019	08/26/2022	950,000.00	7,804.25	956,716.50	964,520.75
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BR	900,000.00	07/14/2020	07/08/2022	900,000.00	420.00	900,876.60	901,296.60
CD			5,850,000.00			5,850,000.00	46,831.88	5,872,649.75	5,919,481.63

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	002824BE9	ABBOTT LABORATORIES	900,000.00	07/21/2020	11/30/2023	983,772.00	5,185.00	930,684.60	935,869.60
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	1,298.56	1,287,058.88	1,288,357.44
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	900,000.00	06/28/2019	06/27/2024	898,776.00	2,040.00	917,228.70	919,268.70
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	2,500.00	982,092.00	984,592.00
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	2,500.00	982,092.00	984,592.00
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	1,750.00	687,464.40	689,214.40
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	11,250.00	917,457.30	928,707.30
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	1,144.27	317,789.55	318,933.82
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	4,987.85	822,202.45	827,190.30
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	15,500.00	850,900.00	866,400.00
CORP	06051GJD1	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	1,692.72	1,065,153.10	1,066,845.82
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	1,073.60	392,528.00	393,601.60
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	768.75	2,689,124.40	2,689,893.15
CORP	110122DC9	BRISTOL-MYERS SQUIBB CO	472,000.00	12/22/2020	08/15/2025	537,353.12	8,433.72	502,536.51	510,970.23
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	1,338.75	1,331,402.40	1,332,741.15
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	3,108.00	894,722.40	897,830.40
CORP	20030NBL4	COMCAST CORP	850,000.00	07/17/2020	02/15/2025	946,611.00	13,228.13	886,588.25	899,816.38
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	485,000.00	09/10/2021	09/10/2024	484,684.75	1,187.24	473,355.15	474,542.39
CORP	24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	01/10/2022	01/10/2025	464,781.45	339.06	459,634.83	459,973.89
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	6,973.26	952,638.15	959,611.41
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	8,328.38	909,274.50	917,602.88
CORP	38141EC23	GOLDMAN SACHS GROUP INC	900,000.00	07/11/2019	07/08/2024	941,922.00	2,213.75	938,820.60	941,034.35
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	780.00	477,696.15	478,476.15
CORP	46647PAP1	JPMORGAN CHASE & CO	900,000.00	07/21/2020	04/23/2024	967,887.00	8,719.55	923,265.90	931,985.45
CORP	46647PBB1	JPMORGAN CHASE & CO	325,000.00	03/22/2019	04/01/2023	325,000.00	3,474.25	326,062.10	329,536.35
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	796.53	565,600.92	566,397.45
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	02/07/2022	02/07/2025	389,988.30	0.00	389,988.30	389,988.30
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	900,000.00	02/15/2019	01/23/2024	906,408.00	700.00	931,689.00	932,389.00
CORP	69371RP75	PACCAR FINANCIAL CORP	325,000.00	03/01/2019	03/01/2022	324,714.00	3,859.38	325,649.03	329,508.40
CORP	69371RQ90	PACCAR FINANCIAL CORP	395,000.00	08/11/2020	08/11/2023	394,482.55	652.85	389,844.07	390,496.91
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	1,516.94	618,249.34	619,766.28
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	1,371.56	486,884.48	488,256.04
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	91.00	239,460.72	239,551.72
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	450,000.00	05/26/2020	02/13/2025	454,396.50	3,780.00	450,314.55	454,094.55
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	140,000.00	05/26/2020	02/13/2025	141,367.80	1,176.00	140,097.86	141,273.86
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	135,000.00	05/26/2020	02/13/2025	136,879.20	1,134.00	135,094.37	136,228.37
CORP	89236TJK2	TOYOTA MOTOR CREDIT CORP	260,000.00	09/13/2021	06/18/2026	259,422.80	349.38	251,551.82	251,901.20
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	822.84	273,271.88	274,094.72
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	120.00	1,833,134.40	1,833,254.40
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	2,791.94	1,113,918.75	1,116,710.69
CORP			30,012,000.00			30,777,416.92	128,977.26	30,062,521.79	30,191,499.05

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	1,210,356.38	06/25/2021	06/01/2035	1,304,159.00	3,530.21	1,268,643.47	1,272,173.68
FHLMC	3133L7LB1	FH RC1222	1,457,644.93	10/19/2021	12/01/2034	1,566,968.30	4,251.46	1,526,397.21	1,530,648.68
FHLMC	3137BGK24	FHMS K-043 A2	650,000.00	03/25/2020	12/25/2024	682,195.31	1,658.58	675,499.50	677,158.08
FHLMC	3137BM6P6	FHMS K-721 A2	362,365.97	04/09/2018	08/25/2022	365,451.74	933.09	365,022.11	365,955.20
FHLMC	3137F62S5	FHMS K-J31 A1	396,015.74	10/29/2020	05/25/2026	396,007.81	187.78	386,432.15	386,619.93
FHLMC	3137FKK39	FHMS K-P05 A	12,559.84	12/17/2018	07/25/2023	12,559.81	33.52	12,841.56	12,875.09
FHLMC	3137FQ3V3	FHMS K-J27 A1	88,965.40	11/26/2019	07/25/2024	88,963.26	155.10	89,496.52	89,651.62
FHLMC	3137H4RZ5	FHMS K-J36 A1	211,977.52	12/16/2021	12/25/2026	211,976.67	229.29	209,586.42	209,815.70
FHLMC			4,389,885.77			4,628,281.90	10,979.03	4,533,918.94	4,544,897.98

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3133Q5GZ3	FHS 370 A3	1,631,864.62	12/29/2020	09/25/2033	1,654,940.20	1,359.89	1,610,900.97	1,612,260.85
FHLMC CMO	3137F7DH5	FHR 5048 B	968,845.92	11/30/2020	05/25/2033	981,107.87	807.37	943,831.52	944,638.89
FHLMC CMO			2,600,710.53			2,636,048.07	2,167.26	2,554,732.48	2,556,899.74

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	1,282,447.17	05/18/2021	03/01/2035	1,374,222.30	3,206.12	1,343,171.92	1,346,378.04
FNMA	3140Q9FM0	FN CA1971	1,699,506.24	01/18/2022	06/01/2033	1,793,244.63	4,956.89	1,791,773.74	1,796,730.64
FNMA	3140QGKN6	FN CA8400	1,273,231.39	03/22/2021	12/01/2035	1,392,994.72	3,713.59	1,332,103.30	1,335,816.89
FNMA	3140X92C8	FN FM6170	1,116,127.47	06/25/2021	07/01/2035	1,209,603.15	3,720.42	1,177,957.80	1,181,678.22
FNMA	3140X9K46	FN FM5714	890,226.02	03/25/2021	11/01/2035	969,789.97	2,967.42	942,652.46	945,619.88
FNMA	3140XALC4	FN FM6622	1,452,335.28	03/29/2021	02/01/2036	1,527,221.32	3,025.70	1,496,961.85	1,499,987.55
FNMA	3140XC4K1	FN FM8925	1,459,506.69	11/16/2021	08/01/2034	1,582,652.57	4,865.02	1,560,510.11	1,565,375.13
FNMA			9,173,380.27			9,849,728.66	26,455.17	9,645,131.17	9,671,586.34

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	61,585.20	---	01/31/2022	61,585.20	0.00	61,585.20	61,585.20
MMFUND			61,585.20			61,585.20	0.00	61,585.20	61,585.20

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	255,000.00	11/24/2020	07/01/2023	255,000.00	313.86	256,262.25	256,576.11
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	926.65	418,011.60	418,938.25
MUNI	15741TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	230,000.00	12/05/2019	08/01/2024	230,000.00	2,416.15	233,358.00	235,774.15
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	350,000.00	09/16/2020	07/01/2025	352,320.50	366.92	343,780.50	344,147.42
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	650,000.00	09/16/2020	07/01/2025	650,000.00	681.42	638,449.50	639,130.92
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	250,000.00	09/16/2020	07/01/2025	251,767.50	262.08	245,557.50	245,819.58
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	550,000.00	11/10/2020	08/01/2025	550,000.00	2,125.75	530,827.00	532,952.75
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	1,912.50	735,180.00	737,092.50
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	1,275.75	392,040.00	393,315.75
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	330,000.00	02/04/2021	01/01/2026	330,000.00	287.93	320,684.10	320,972.03
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	5,258.67	1,550,736.00	1,555,994.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	575,000.00	10/29/2020	08/01/2024	575,000.00	2,018.25	563,252.75	565,271.00
MUNI			6,375,000.00			6,378,878.00	17,845.92	6,228,139.20	6,245,985.12

US GOV (U.S. TREASURY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	9128286R6	UNITED STATES TREASURY	4,000,000.00	09/29/2021	04/30/2024	4,185,312.50	23,121.55	4,090,625.00	4,113,746.55
US GOV	912828N30	UNITED STATES TREASURY	2,075,000.00	12/13/2018	12/31/2022	2,023,611.33	3,897.79	2,100,289.06	2,104,186.85
US GOV	912828N30	UNITED STATES TREASURY	5,900,000.00	01/10/2019	12/31/2022	5,814,957.03	11,082.87	5,971,906.25	5,982,989.12
US GOV	912828N30	UNITED STATES TREASURY	3,000,000.00	01/31/2019	12/31/2022	2,952,421.87	5,635.36	3,036,562.50	3,042,197.86
US GOV	912828R69	UNITED STATES TREASURY	2,900,000.00	03/06/2019	05/31/2023	2,794,761.72	8,156.25	2,926,281.25	2,934,437.50
US GOV	912828R69	UNITED STATES TREASURY	950,000.00	04/05/2019	05/31/2023	924,134.77	2,671.88	958,609.38	961,281.25
US GOV	912828R69	UNITED STATES TREASURY	1,700,000.00	05/03/2019	05/31/2023	1,659,093.75	4,781.25	1,715,406.25	1,720,187.50
US GOV	912828T91	UNITED STATES TREASURY	2,950,000.00	07/08/2019	10/31/2023	2,924,417.97	12,315.44	2,976,734.38	2,989,049.81
US GOV	912828T91	UNITED STATES TREASURY	2,300,000.00	10/04/2019	10/31/2023	2,313,207.03	9,601.86	2,320,843.75	2,330,445.61
US GOV	912828TJ9	UNITED STATES TREASURY	650,000.00	09/07/2018	08/15/2022	622,730.47	4,879.42	653,960.94	658,840.35
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	8,839.78	5,087,500.00	5,096,339.78
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	2,607.73	1,500,812.50	1,503,420.23
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	1,149.17	661,375.00	662,524.17
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	795.58	457,875.00	458,670.58
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	2,386.74	1,373,625.00	1,376,011.74
US GOV	912828Y0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	1,314.92	859,296.88	860,611.79
US GOV	912828ZW3	UNITED STATES TREASURY	2,500,000.00	12/24/2020	06/30/2025	2,490,820.31	552.49	2,400,000.00	2,400,552.49
US GOV	91282CBA8	UNITED STATES TREASURY	1,500,000.00	12/31/2020	12/15/2023	1,498,066.41	247.25	1,472,109.38	1,472,356.63
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	116.02	334,687.50	334,803.52
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	397.79	1,147,500.00	1,147,897.79
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	2,386.74	6,885,000.00	6,887,386.74
US GOV	91282CBV2	UNITED STATES TREASURY	18,000,000.00	12/06/2021	04/15/2024	17,842,500.00	20,212.91	17,670,937.50	17,691,150.41
US GOV			66,950,000.00			66,585,916.05	127,150.79	66,601,937.50	66,729,088.29

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	182,059,212.65			183,377,091.24	390,795.12	181,414,096.21	181,804,891.33

- * Grouped by: Security Type
- * Groups Sorted by: Security Type
- * Weighted by: Base Market Value + Accrued
- * Holdings Displayed by: Lot

CLEARWATER

ANALYTICS.

Report: Master BS by lot - group by Security type
 Account: SAM Paratransit Fund (136227)
 As of: 01/31/2022
 Base Currency: USD

ABS (ASSET-BACKED SECURITY)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
ABS	05591RAD6	BMWLT 2021-1 A4	65,000.00	03/10/2021	07/25/2024	64,997.42	4.01	64,243.67	64,247.68
ABS	09661RAD3	BMWOT 2020-A A3	76,473.94	07/15/2020	10/25/2024	76,468.18	6.12	76,164.00	76,170.12
ABS	14041NFU0	COMET 2019-2 A	475,000.00	09/05/2019	09/15/2022	474,880.40	363.11	477,093.19	477,456.30
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	249,240.81	249,303.14
ABS	14041NFY2	CAPITAL ONE MULTI TR A B S SER 2021 3 CL A 11/16/2	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	211,965.28	212,064.66
ABS	14044CAC6	COPAR 2021-1 A3	80,000.00	10/27/2021	09/15/2026	79,998.49	27.38	78,847.60	78,874.98
ABS	14313FAD1	CARMX 2018-3 A3	6,294.37	07/25/2018	06/15/2023	6,293.52	8.76	6,305.75	6,314.51
ABS	14315FAD9	CARMX 2020-3 A3	127,890.76	07/22/2020	03/17/2025	127,868.84	35.24	127,408.51	127,443.75
ABS	14316HAC6	CARMX 2020-4 A3	100,000.00	10/21/2020	08/15/2025	99,977.99	22.22	99,365.63	99,387.85
ABS	14316NAC3	CARMX 2021-1 A3	45,000.00	01/27/2021	12/15/2025	44,991.11	6.80	44,530.42	44,537.22
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	151,260.70	151,300.66
ABS	362554AC1	GMCAR 2021-4 A3	65,000.00	10/21/2021	09/16/2026	64,998.34	18.42	64,218.07	64,236.49
ABS	36255JAD6	GMCAR 2018-3 A3	4,463.77	07/18/2018	05/16/2023	4,462.73	5.62	4,468.56	4,474.17
ABS	362569AD7	GMALT 2020-3 A4	65,000.00	09/29/2020	10/21/2024	64,990.90	10.13	64,573.90	64,584.03
ABS	36260KAC8	GMCAR 2020-4 A3	85,000.00	10/14/2020	08/18/2025	84,981.84	13.46	84,197.65	84,211.10
ABS	36261RAD0	GMALT 2021-1 A4	70,000.00	02/24/2021	02/20/2025	69,989.43	7.06	69,296.81	69,303.87
ABS	380140AC7	GMCAR 213 A3	105,000.00	07/21/2021	06/16/2026	104,993.51	21.00	103,448.20	103,469.20
ABS	43815GAC3	HAROT 2021-4 A3	85,000.00	11/24/2021	01/21/2026	84,982.08	20.78	84,116.42	84,137.20
ABS	44891RAC4	HART 2020-C A3	275,000.00	10/28/2020	05/15/2025	274,936.67	46.44	272,178.27	272,224.71
ABS	44933LAC7	HART 2021-A A3	65,000.00	04/28/2021	09/15/2025	64,993.16	8.92	63,989.15	63,998.07
ABS	44935FAD6	HART 2021-C A3	60,000.00	11/17/2021	05/15/2026	59,986.61	19.73	59,188.17	59,207.90
ABS	47787NAC3	JDOT 2020-B A3	59,954.65	07/22/2020	11/15/2024	59,945.52	13.59	59,621.13	59,634.72
ABS	65479CAD0	NAROT 2020-B A3	89,022.67	06/30/2020	07/15/2024	89,020.24	21.76	88,807.02	88,828.78
ABS	89237VAB5	TAOT 2020-C A3	98,835.62	07/27/2020	10/15/2024	98,828.01	19.33	98,478.00	98,497.33
ABS	89238EAD8	TLOT 21A A4	65,000.00	04/21/2021	08/20/2025	64,986.42	9.93	64,088.05	64,097.98
ABS	92290BAA9	VZOT 2020-B A	150,000.00	08/12/2020	02/20/2025	149,968.50	21.54	148,723.84	148,745.38
ABS	92348TAA2	VZOT 2020-A A1A	125,000.00	01/29/2020	07/22/2024	124,985.36	70.66	125,498.61	125,569.27
ABS	92868KAC7	VALET 2021-1 A3	115,000.00	12/13/2021	06/22/2026	114,995.49	35.84	114,145.80	114,181.64
ABS	98163KAC6	WOART 2021-D A3	95,000.00	11/03/2021	10/15/2026	94,987.06	27.79	93,797.01	93,824.80
ABS			3,277,935.80			3,277,434.66	1,067.30	3,249,260.22	3,250,327.52

AGCY BOND (FEDERAL AGENCY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
AGCY BOND	3130AJHU6	FEDERAL HOME LOAN BANKS	275,000.00	04/16/2020	04/14/2025	273,636.00	408.68	266,778.88	267,187.56
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	176.09	110,384.48	110,560.57
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	472.66	267,802.15	268,274.81
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	168.06	265,986.33	266,154.38
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	446.88	264,130.63	264,577.50
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	320.83	264,595.38	264,916.21
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	111.11	246,004.25	246,115.36
AGCY BOND	3137EAER6	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	05/07/2020	05/05/2023	274,884.50	246.35	273,095.08	273,341.43
AGCY BOND	3137EAES4	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	06/26/2020	06/26/2023	274,197.00	66.84	272,176.85	272,243.69
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	36.46	336,638.40	336,674.86
AGCY BOND	3137EAEEV7	FEDERAL HOME LOAN MORTGAGE CORP	800,000.00	08/21/2020	08/24/2023	799,184.00	872.22	790,114.40	790,986.62
AGCY BOND	3137EAIEW5	FEDERAL HOME LOAN MORTGAGE CORP	340,000.00	09/04/2020	09/08/2023	340,062.09	337.64	335,588.16	335,925.80
AGCY BOND	3137EAIEW5	FEDERAL HOME LOAN MORTGAGE CORP	460,000.00	09/04/2020	09/08/2023	459,848.20	456.81	454,031.04	454,487.85
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	733.33	527,799.80	528,533.13
AGCY BOND	3137EAIEY1	FEDERAL HOME LOAN MORTGAGE CORP	260,000.00	10/16/2020	10/16/2023	259,030.20	94.79	255,726.90	255,821.69
AGCY BOND	3137EAIEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	162.33	270,838.70	271,001.03
AGCY BOND			5,325,000.00			5,313,158.74	5,111.08	5,201,691.40	5,206,802.48

CASH

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	PAYABLE	(59,998.20)	---	01/31/2022	(59,998.20)	0.00	(59,998.20)	(59,998.20)
CASH	CCYUSD	RECEIVABLE	50,713.09	---	01/31/2022	50,713.09	0.00	50,713.09	50,713.09
CASH			(9,285.11)			(9,285.11)	0.00	(9,285.11)	(9,285.11)

CD (CERTIFICATE OF DEPOSIT)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	22535CDV0	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK, NEW	250,000.00	04/04/2019	04/01/2022	250,000.00	5,935.14	251,075.00	257,010.14
CD	22552G3C2	CREDIT SUISSE AG, NEW YORK BRANCH	200,000.00	03/23/2021	03/17/2023	200,000.00	1,032.50	199,071.60	200,104.10
CD	23341VZT1	DNB BANK ASA, NEW YORK BRANCH	275,000.00	12/06/2019	12/02/2022	275,000.00	950.58	277,921.88	278,872.46
CD	65558TLL7	NORDEA BANK ABP, NEW YORK BRANCH	275,000.00	08/29/2019	08/26/2022	275,000.00	2,246.98	276,928.85	279,175.83
CD	83050PDR7	SKANDINAVISKA ENSKILDA BANKEN AB (PUBL)	275,000.00	09/03/2019	08/26/2022	275,000.00	2,259.13	276,944.25	279,203.38
CD	86565CKU2	SUMITOMO MITSUI BANKING CORPORATION, NEW YORK BRA	250,000.00	07/14/2020	07/08/2022	250,000.00	116.67	250,243.50	250,360.17
CD			1,525,000.00			1,525,000.00	12,540.99	1,532,185.08	1,544,726.07

CORP (COPORATE NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CORP	023135BW5	AMAZON.COM INC	245,000.00	05/12/2021	05/12/2024	244,642.30	241.94	239,794.24	240,036.18
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	566.67	254,785.75	255,352.42
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	687.50	270,075.30	270,762.80
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	3,125.00	254,849.25	257,974.25
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	193.65	53,779.77	53,973.42
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	880.21	145,094.55	145,974.76
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	307.77	193,664.20	193,971.97
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	536.80	196,264.00	196,800.80
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	121.01	423,288.10	423,409.11
CORP	14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	198.33	197,244.80	197,443.13
CORP	24422EVU0	JOHN DEERE CAPITAL CORP	90,000.00	09/10/2021	09/10/2024	89,941.50	220.31	87,839.10	88,059.41
CORP	24422EYV2	JOHN DEERE CAPITAL CORP	70,000.00	01/10/2022	01/10/2025	69,967.10	51.04	69,192.34	69,243.38
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	1,981.88	270,749.79	272,731.67
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	614.93	260,783.50	261,398.43
CORP	46647PBB1	JPMORGAN CHASE & CO	100,000.00	03/22/2019	04/01/2023	100,000.00	1,069.00	100,326.80	101,395.80
CORP	46647PBS4	JPMORGAN CHASE & CO	100,000.00	09/16/2020	09/16/2024	100,000.00	244.88	98,782.30	99,027.18
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	281.53	199,910.67	200,192.20
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	0.00	59,998.20	59,998.20
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	194.44	258,802.50	258,996.94
CORP	69371RP75	PACCAR FINANCIAL CORP	100,000.00	03/01/2019	03/01/2022	99,912.00	1,187.50	100,199.70	101,387.20
CORP	69371RR40	PACCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	250.83	102,230.21	102,481.04
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	235.52	83,606.43	83,841.95
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	13.27	34,921.36	34,934.63
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	1,050.00	125,087.38	126,137.38
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	420.00	50,034.95	50,454.95
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	210.00	25,017.48	25,227.48
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	485.56	193,725.00	194,210.56
CORP			4,370,000.00			4,382,877.85	15,369.56	4,350,047.65	4,365,417.20

FHLMC (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC	3132CWMM3	FH SB0364	224,660.12	06/25/2021	06/01/2035	242,071.27	655.26	235,479.07	236,134.33
FHLMC	3133L7LB1	FH RC1222	262,376.09	10/19/2021	12/01/2034	282,054.29	765.26	274,751.50	275,516.77
FHLMC	3137BGK24	FHMS K-043 A2	175,000.00	03/25/2020	12/25/2024	183,667.97	446.54	181,865.25	182,311.79
FHLMC	3137BM6P6	FHMS K-721 A2	104,683.50	04/09/2018	08/25/2022	105,574.95	269.56	105,450.83	105,720.39
FHLMC	3137F62S5	FHMS K-J31 A1	93,399.94	10/29/2020	05/25/2026	93,398.07	44.29	91,139.66	91,183.95
FHLMC	3137FKK39	FHMS K-P05 A	3,568.14	12/17/2018	07/25/2023	3,568.13	9.52	3,648.17	3,657.69
FHLMC	3137FQ3V3	FHMS K-J27 A1	23,107.90	11/26/2019	07/25/2024	23,107.34	40.28	23,245.85	23,286.13
FHLMC	3137H4RZ5	FHMS K-J36 A1	33,723.70	12/16/2021	12/25/2026	33,723.56	36.48	33,343.29	33,379.77
FHLMC			920,519.38			967,165.58	2,267.20	948,923.63	951,190.82

FHLMC CMO (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FHLMC CMO	3137F7DH5	FHR 5048 B	204,948.17	11/30/2020	05/25/2033	207,542.05	170.79	199,656.67	199,827.46
FHLMC CMO			204,948.17			207,542.05	170.79	199,656.67	199,827.46

FNMA (FEDERAL AGENCY COLLATERALIZED MORTGAGE OBLIGATION)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	226,314.21	05/18/2021	03/01/2035	242,509.82	565.79	237,030.34	237,596.12
FNMA	3140Q9FM0	FN CA1971	254,925.94	01/18/2022	06/01/2033	268,986.69	743.53	268,766.06	269,509.60
FNMA	3140QGKN6	FN CA8400	249,209.36	03/22/2021	12/01/2035	272,650.62	726.86	260,732.35	261,459.21
FNMA	3140X92C8	FN FM6170	209,273.90	06/25/2021	07/01/2035	226,800.59	697.58	220,867.09	221,564.67
FNMA	3140X9K46	FN FM5714	158,968.93	03/25/2021	11/01/2035	173,176.78	529.90	168,330.80	168,860.69
FNMA	3140XALC4	FN FM6622	272,312.87	03/29/2021	02/01/2036	286,354.00	567.32	280,680.35	281,247.67
FNMA	3140XC4K1	FN FM8925	273,657.50	11/16/2021	08/01/2034	296,747.36	912.19	292,595.65	293,507.84
FNMA			1,644,662.71			1,767,225.86	4,743.17	1,729,002.62	1,733,745.79

MMFUND

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MMFUND	31846V534	FIRST AMER:US TRS MM Y	50,062.32	01/25/2022	01/31/2022	50,062.32	0.00	50,062.32	50,062.32
MMFUND			50,062.32			50,062.32	0.00	50,062.32	50,062.32

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13017HAK2	CALIFORNIA EARTHQUAKE AUTH REV	55,000.00	11/24/2020	07/01/2023	55,000.00	67.70	55,272.25	55,339.95
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	161.63	72,909.00	73,070.63
MUNI	15741TK5	CHAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	630.30	60,876.00	61,506.30
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	57.66	54,022.65	54,080.31
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	78.63	73,667.25	73,745.88
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	136.28	127,689.90	127,826.18
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	444.48	110,991.10	111,435.58
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	267.75	82,280.00	82,547.75
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	47.99	53,447.35	53,495.34
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	903.83	266,532.75	267,436.58
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	438.75	122,446.25	122,885.00
MUNI			1,105,000.00			1,105,886.10	3,234.98	1,080,134.50	1,083,369.48

US GOV (U.S. TREASURY BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
US GOV	912828N30	UNITED STATES TREASURY	450,000.00	12/13/2018	12/31/2022	438,855.47	845.30	455,484.38	456,329.68
US GOV	912828N30	UNITED STATES TREASURY	1,600,000.00	01/10/2019	12/31/2022	1,576,937.50	3,005.52	1,619,500.00	1,622,505.52
US GOV	912828N30	UNITED STATES TREASURY	850,000.00	01/31/2019	12/31/2022	836,519.53	1,596.69	860,359.38	861,956.06
US GOV	912828R69	UNITED STATES TREASURY	200,000.00	04/05/2019	05/31/2023	194,554.69	562.50	201,812.50	202,375.00
US GOV	912828R69	UNITED STATES TREASURY	550,000.00	05/03/2019	05/31/2023	536,765.62	1,546.88	554,984.38	556,531.25
US GOV	912828T91	UNITED STATES TREASURY	850,000.00	07/08/2019	10/31/2023	842,628.91	3,548.52	857,703.13	861,251.64
US GOV	912828T91	UNITED STATES TREASURY	625,000.00	10/04/2019	10/31/2023	628,588.87	2,609.20	630,664.06	633,273.26
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	1,856.35	1,068,375.00	1,070,231.35
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	751.38	432,437.50	433,188.88
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	220.99	127,187.50	127,408.49
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	309.39	178,062.50	178,371.89
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	795.58	457,875.00	458,670.58
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	386.74	252,734.38	253,121.12
US GOV	91282CBC4	UNITED STATES TREASURY	150,000.00	10/06/2021	12/31/2025	147,304.69	49.72	143,437.50	143,487.22
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	174.03	502,031.25	502,205.28
US GOV	91282CBV2	UNITED STATES TREASURY	600,000.00	12/06/2021	04/15/2024	594,750.00	673.76	589,031.25	589,705.01
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	674.38	338,187.50	338,861.88
US GOV			9,225,000.00			9,197,378.92	19,606.95	9,269,867.19	9,289,474.14

SUMMARY

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	27,638,843.27			27,784,446.96	64,112.01	27,601,546.15	27,665,658.16

- * Grouped by: Security Type
- * Groups Sorted by: Security Type
- * Weighted by: Base Market Value + Accrued
- * Holdings Displayed by: Lot

CLEARWATER ANALYTICS.

Report: Trade Activity
 Account: SAM Transit District Agg (136232)
 Date: 01/01/2022 - 01/31/2022
 Base Currency: USD

* Does not Lock Down

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
31846V534	FIRST AMER:US TRS MM Y	1,809,051.78	0.000	Buy	---	---	01/31/2022	1,809,051.78	0.00	(1,809,051.78)
31846V534	FIRST AMER:US TRS MM Y	(2,570,600.99)	0.000	Sell	---	---	01/31/2022	(2,570,600.99)	0.00	2,570,600.99
31846V534	FIRST AMER:US TRS MM Y	76,987.38	0.000	Buy	---	---	01/31/2022	76,987.38	0.00	(76,987.38)
31846V534	FIRST AMER:US TRS MM Y	(204,835.51)	0.000	Sell	---	---	01/31/2022	(204,835.51)	0.00	204,835.51
89237VAB5	TAOT 2020-C A3	(10,945.13)	0.440	Principal Paydown	01/15/2022	01/15/2022	10/15/2024	(10,945.13)	0.00	10,945.13
89237VAB5	TAOT 2020-C A3	(1,164.38)	0.440	Principal Paydown	01/15/2022	01/15/2022	10/15/2024	(1,164.38)	0.00	1,164.38
14913R2F3	CATERPILLAR FINANCIAL SERVICES CORP	(225,000.00)	0.450	Sell	01/11/2022	01/13/2022	09/14/2023	(223,371.00)	(334.69)	223,705.69
09661RAD3	BMWOT 2020-A A3	(21,403.56)	0.480	Principal Paydown	01/25/2022	01/25/2022	10/25/2024	(21,403.56)	0.00	21,403.56
09661RAD3	BMWOT 2020-A A3	(6,115.30)	0.480	Principal Paydown	01/25/2022	01/25/2022	10/25/2024	(6,115.30)	0.00	6,115.30
47787NAC3	JDOT 2020-B A3	(188.95)	0.510	Principal Paydown	01/15/2022	01/15/2022	11/15/2024	(188.95)	0.00	188.95
47787NAC3	JDOT 2020-B A3	(45.35)	0.510	Principal Paydown	01/15/2022	01/15/2022	11/15/2024	(45.35)	0.00	45.35
65479CAD0	NAROT 2020-B A3	(27,409.73)	0.550	Principal Paydown	01/15/2022	01/15/2022	07/15/2024	(27,409.73)	0.00	27,409.73
65479CAD0	NAROT 2020-B A3	(7,537.67)	0.550	Principal Paydown	01/15/2022	01/15/2022	07/15/2024	(7,537.68)	0.00	7,537.68
3137F62S5	FHMS K-J31 A1	(1,137.24)	0.569	Principal Paydown	01/01/2022	01/01/2022	05/25/2026	(1,137.24)	0.00	1,137.24
3137F62S5	FHMS K-J31 A1	(268.22)	0.569	Principal Paydown	01/01/2022	01/01/2022	05/25/2026	(268.22)	0.00	268.22
14315FAD9	CARMX 2020-3 A3	(7,301.21)	0.620	Principal Paydown	01/15/2022	01/15/2022	03/17/2025	(7,301.21)	0.00	7,301.21
14315FAD9	CARMX 2020-3 A3	(2,109.24)	0.620	Principal Paydown	01/15/2022	01/15/2022	03/17/2025	(2,109.24)	0.00	2,109.24
14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	(725,000.00)	0.650	Sell	01/11/2022	01/13/2022	07/07/2023	(723,216.50)	(78.54)	723,295.04
14913R2D8	CATERPILLAR FINANCIAL SERVICES CORP	(200,000.00)	0.650	Sell	01/11/2022	01/13/2022	07/07/2023	(199,508.00)	(21.67)	199,529.67
91282CBW0	UNITED STATES TREASURY	350,000.00	0.750	Buy	01/04/2022	01/06/2022	04/30/2026	341,468.75	485.84	(341,954.59)
06406RAX5	BANK OF NEW YORK MELLON CORP	(1,250,000.00)	0.850	Sell	01/26/2022	01/28/2022	10/25/2024	(1,228,612.50)	(2,744.79)	1,231,357.29
06406RAX5	BANK OF NEW YORK MELLON CORP	(265,000.00)	0.850	Sell	01/26/2022	01/28/2022	10/25/2024	(260,465.85)	(581.90)	261,047.75
3137F7DH5	FHR 5048 B	(21,266.15)	1.000	Principal Paydown	01/01/2022	01/01/2022	05/25/2033	(21,266.15)	0.00	21,266.15
3133Q5GZ3	FHS 370 A3	(55,723.51)	1.000	Principal Paydown	01/01/2022	01/01/2022	09/25/2033	(55,723.51)	0.00	55,723.51
3137F7DH5	FHR 5048 B	(4,498.61)	1.000	Principal Paydown	01/01/2022	01/01/2022	05/25/2033	(4,498.61)	0.00	4,498.61
24422EVY2	JOHN DEERE CAPITAL CORP	465,000.00	1.250	Buy	01/04/2022	01/10/2022	01/10/2025	464,781.45	0.00	(464,781.45)
24422EVY2	JOHN DEERE CAPITAL CORP	70,000.00	1.250	Buy	01/04/2022	01/10/2022	01/10/2025	69,967.10	0.00	(69,967.10)
3137H4RZ5	FHMS K-J36 A1	(8,022.48)	1.298	Principal Paydown	01/01/2022	01/01/2022	12/25/2026	(8,022.48)	0.00	8,022.48
3137H4RZ5	FHMS K-J36 A1	(1,276.30)	1.298	Principal Paydown	01/01/2022	01/01/2022	12/25/2026	(1,276.30)	0.00	1,276.30
912828TJ9	UNITED STATES TREASURY	(500,000.00)	1.625	Sell	01/14/2022	01/18/2022	08/15/2022	(503,730.47)	(3,444.29)	507,174.76
912828TJ9	UNITED STATES TREASURY	(100,000.00)	1.625	Sell	01/26/2022	01/28/2022	08/15/2022	(100,675.78)	(733.02)	101,408.80
912828TJ9	UNITED STATES TREASURY	(350,000.00)	1.625	Sell	01/31/2022	02/07/2022	08/15/2022	(352,064.45)	(2,720.11)	354,784.56
912828TJ9	UNITED STATES TREASURY	(175,000.00)	1.625	Sell	01/04/2022	01/06/2022	08/15/2022	(176,483.40)	(1,112.77)	177,596.17
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	1,350,000.00	1.700	Buy	01/11/2022	01/13/2022	01/08/2027	1,343,182.50	191.25	(1,343,373.75)
14913R2U0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	1.700	Buy	01/11/2022	01/13/2022	01/08/2027	198,990.00	28.33	(199,018.33)

Identifier	Description	Base Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Base Principal	Base Accrued Interest	Base Amount
63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	390,000.00	1.875	Buy	01/31/2022	02/07/2022	02/07/2025	389,988.30	0.00	(389,988.30)
63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	1.875	Buy	01/31/2022	02/07/2022	02/07/2025	59,998.20	0.00	(59,998.20)
87612EBM7	TARGET CORP	240,000.00	1.950	Buy	01/19/2022	01/24/2022	01/15/2027	239,592.00	0.00	(239,592.00)
87612EBM7	TARGET CORP	35,000.00	1.950	Buy	01/19/2022	01/24/2022	01/15/2027	34,940.50	0.00	(34,940.50)
06406RBA4	BANK OF NEW YORK MELLON CORP	2,700,000.00	2.050	Buy	01/26/2022	01/28/2022	01/26/2027	2,694,006.00	307.50	(2,694,313.50)
06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	2.050	Buy	01/26/2022	01/28/2022	01/26/2027	424,056.50	48.40	(424,104.90)
3137FQ3V3	FHMS K-J27 A1	(8,019.15)	2.092	Principal Paydown	01/01/2022	01/01/2022	07/25/2024	(8,019.15)	0.00	8,019.15
3137FQ3V3	FHMS K-J27 A1	(2,082.90)	2.092	Principal Paydown	01/01/2022	01/01/2022	07/25/2024	(2,082.90)	0.00	2,082.90
06406RAL1	BANK OF NEW YORK MELLON CORP	(875,000.00)	2.100	Sell	01/26/2022	01/28/2022	10/24/2024	(887,565.00)	(4,797.92)	892,362.92
06406RAL1	BANK OF NEW YORK MELLON CORP	(100,000.00)	2.100	Sell	01/26/2022	01/28/2022	10/24/2024	(101,436.00)	(548.33)	101,984.33
912828N30	UNITED STATES TREASURY	(200,000.00)	2.125	Sell	01/14/2022	01/18/2022	12/31/2022	(203,015.63)	(211.33)	203,226.96
912828N30	UNITED STATES TREASURY	(50,000.00)	2.125	Sell	01/31/2022	02/07/2022	12/31/2022	(50,601.56)	(111.53)	50,713.09
3140XALC4	FN FM6622	(23,642.96)	2.500	Principal Paydown	01/01/2022	01/01/2022	02/01/2036	(23,642.96)	0.00	23,642.96
3140XALC4	FN FM6622	(4,433.06)	2.500	Principal Paydown	01/01/2022	01/01/2022	02/01/2036	(4,433.06)	0.00	4,433.06
3135G0U92	FEDERAL NATIONAL MORTGAGE ASSOCIATION	(900,000.00)	2.625	Maturity	01/11/2022	01/11/2022	01/11/2022	(900,000.00)	0.00	900,000.00
24422ETL3	JOHN DEERE CAPITAL CORP	(450,000.00)	2.650	Maturity	01/06/2022	01/06/2022	01/06/2022	(450,000.00)	0.00	450,000.00
24422ETL3	JOHN DEERE CAPITAL CORP	(115,000.00)	2.650	Maturity	01/06/2022	01/06/2022	01/06/2022	(115,000.00)	0.00	115,000.00
3140K7XA6	FN BP0672	(23,278.42)	3.000	Principal Paydown	01/01/2022	01/01/2022	03/01/2035	(23,278.42)	0.00	23,278.42
3140K7XA6	FN BP0672	(4,107.96)	3.000	Principal Paydown	01/01/2022	01/01/2022	03/01/2035	(4,107.96)	0.00	4,107.96
362551AD6	GMCAR 2018-3 A3	(12,246.75)	3.020	Principal Paydown	01/16/2022	01/16/2022	05/16/2023	(12,246.75)	0.00	12,246.75
362551AD6	GMCAR 2018-3 A3	(3,674.02)	3.020	Principal Paydown	01/16/2022	01/16/2022	05/16/2023	(3,674.02)	0.00	3,674.02
3137BM6P6	FHMS K-721 A2	(22,432.05)	3.090	Principal Paydown	01/01/2022	01/01/2022	08/25/2022	(22,432.05)	0.00	22,432.05
3137BM6P6	FHMS K-721 A2	(6,480.37)	3.090	Principal Paydown	01/01/2022	01/01/2022	08/25/2022	(6,480.37)	0.00	6,480.37
14313FAD1	CARMX 2018-3 A3	(15,820.69)	3.130	Principal Paydown	01/15/2022	01/15/2022	06/15/2023	(15,820.69)	0.00	15,820.69
14313FAD1	CARMX 2018-3 A3	(4,143.51)	3.130	Principal Paydown	01/15/2022	01/15/2022	06/15/2023	(4,143.51)	0.00	4,143.51
24422EUQ0	JOHN DEERE CAPITAL CORP	(175,000.00)	3.200	Maturity	01/10/2022	01/10/2022	01/10/2022	(175,000.00)	0.00	175,000.00
24422EUQ0	JOHN DEERE CAPITAL CORP	(50,000.00)	3.200	Maturity	01/10/2022	01/10/2022	01/10/2022	(50,000.00)	0.00	50,000.00
3137FKK39	FHMS K-P05 A	(31.97)	3.203	Principal Paydown	01/01/2022	01/01/2022	07/25/2023	(31.97)	0.00	31.97
3137FKK39	FHMS K-P05 A	(9.08)	3.203	Principal Paydown	01/01/2022	01/01/2022	07/25/2023	(9.08)	0.00	9.08
3132CWMM3	FN SB0364	(38,011.40)	3.500	Principal Paydown	01/01/2022	01/01/2022	06/01/2035	(38,011.40)	0.00	38,011.40
3140QGKN6	FN CA8400	(7,018.04)	3.500	Principal Paydown	01/01/2022	01/01/2022	12/01/2035	(7,018.04)	0.00	7,018.04
3133L7LB1	FH RC1222	(26,438.90)	3.500	Principal Paydown	01/01/2022	01/01/2022	12/01/2034	(26,438.90)	0.00	26,438.90
3140Q9FM0	FN CA1971	1,699,506.24	3.500	Buy	01/14/2022	01/18/2022	06/01/2033	1,793,244.63	2,808.91	(1,796,053.54)
3132CWMM3	FN SB0364	(7,055.48)	3.500	Principal Paydown	01/01/2022	01/01/2022	06/01/2035	(7,055.48)	0.00	7,055.48
3140QGKN6	FN CA8400	(1,373.64)	3.500	Principal Paydown	01/01/2022	01/01/2022	12/01/2035	(1,373.64)	0.00	1,373.64
3133L7LB1	FH RC1222	(4,759.00)	3.500	Principal Paydown	01/01/2022	01/01/2022	12/01/2034	(4,759.00)	0.00	4,759.00
3140Q9FM0	FN CA1971	254,925.94	3.500	Buy	01/14/2022	01/18/2022	06/01/2033	268,986.69	421.34	(269,408.03)
3140X9K46	FN FM5714	(20,896.55)	4.000	Principal Paydown	01/01/2022	01/01/2022	11/01/2035	(20,896.55)	0.00	20,896.55
3140X9C8	FN FM6170	(55,564.50)	4.000	Principal Paydown	01/01/2022	01/01/2022	07/01/2035	(55,564.50)	0.00	55,564.50
3140XC4K1	FN FM8925	(15,029.02)	4.000	Principal Paydown	01/01/2022	01/01/2022	08/01/2034	(15,029.02)	0.00	15,029.02
3140X9K46	FN FM5714	(3,731.53)	4.000	Principal Paydown	01/01/2022	01/01/2022	11/01/2035	(3,731.53)	0.00	3,731.53
3140X9C8	FN FM6170	(10,418.34)	4.000	Principal Paydown	01/01/2022	01/01/2022	07/01/2035	(10,418.34)	0.00	10,418.34
3140XC4K1	FN FM8925	(2,817.94)	4.000	Principal Paydown	01/01/2022	01/01/2022	08/01/2034	(2,817.94)	0.00	2,817.94
---	---	145,104.56	1.525	---	---	---	05/11/2025	233,128.87	(13,149.32)	(219,979.55)

* Weighted by: Absolute Value of Base Principal

* MMF transactions are collapsed

* The Transaction Detail/Trading Activity reports provide our most up-to-date transactional details. As such, these reports are subject to change even after the other reports on the website have been locked down. While these reports can be useful tools in understanding recent activity, due to their dynamic nature we do not recommend using them for booking journal entries or reconciliation.

Glossary of Terms

Accrued Interest - The interest that has accumulated on a bond since the last interest payment up to, but not including, the settlement date
Accrued interest occurs as a result of the difference in timing of cash flows and the measurement of these cash flows

Amortized Cost - The amount at which an investment is acquired, adjusted for accretion, amortization, and collection of cash

Book Yield - The measure of a bond's recurring realized investment income that combines both the bond's coupon return plus its amortization

Average Credit Rating - The average credit worthiness of a portfolio, weighted in proportion to the dollar amount that is invested in the portfolio

Convexity - The relationship between bond prices and bond yields that demonstrates how the duration of a bond changes as the interest rate changes

Credit Rating - An assessment of the credit worthiness of an entity with respect to a particular financial obligation. The credit rating is inversely related to the possibility of debt default.

Duration - A measure of the exposure to interest rate risk and sensitivity to price fluctuation of fixed-income investments
Duration is expressed as a number of years.

Income Return - The percentage of the total return generated by the income from interest or dividends

Original Cost - The original cost of an asset takes into consideration all of the costs that can be attributed to its purchase and to putting the asset to use

Par Value - The face value of a bond. Par value is important for a bond or fixed-income instrument because it determines its maturity value as well as the dollar value of coupon payments.

Price Return - The percentage of the total return generated by capital appreciation due to changes in the market price of an asset

Short-Term Portfolio - The city's investment portfolio whose securities' average maturity is between 1 and 5 years

Targeted-Maturities Portfolio - The city's investment portfolio whose securities' average maturity is between 0 and 3 years

Total Return - The actual rate of return of an investment over a given evaluation period. Total return is the combination of income and price return

Unrealized Gains/(Loss) - A profitable/(losing) position that has yet to be cashed in. The actual gain/(loss) is not realized until the position is closed
A position with an unrealized gain may eventually turn into a position with an unrealized loss, as the market fluctuates and vice versa

Weighted Average Life (WAL) - The average number of years for which each dollar of unpaid principal on an investment remains outstanding, weighted by the size of each principal payment

Yield - The income return on an investment. This refers to the interest or dividends received from a security and is expressed as a percentage based on the investment's cost and its current market value.

Yield to Maturity at Cost (YTM @ Cost) - The internal rate of return of a security given the amortized price as of the report date and future expected cash flows

Yield to Maturity at Market (YTM @ Market) - The internal rate of return of a security given the market price as of the report date and future expected cash flows

Years to Effective Maturity - The average time it takes for securities in a portfolio to mature, taking into account the possibility that any of the bonds might be called back to the issuer

Years to Final Maturity - The average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio
Weighted average maturity measures the sensitivity of fixed-income portfolios to interest rate changes.

SAN MATEO COUNTY TRANSIT DISTRICT
SUMMARY OF BUDGET ACTIVITY FOR JANUARY 2022

BUDGET AMENDMENTS

	Amount	Line Item	Description
Jan-22			Line No Budget Amendments for JANUARY 2022

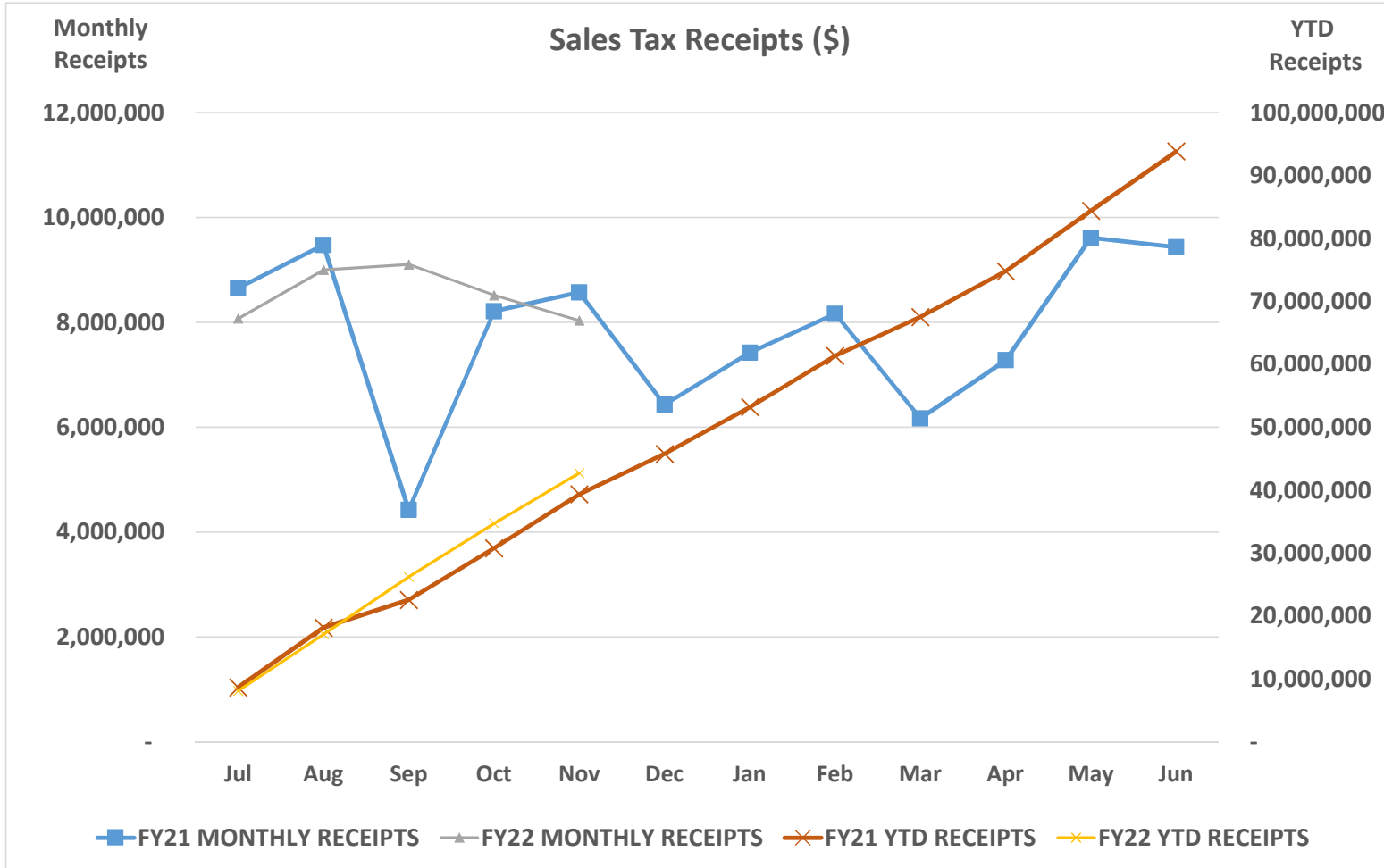
\$ -	Total	\$ -	Total
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BUDGET REVISIONS

	Amount	Line Item	Description
Jan-22			No Budget Revisions for JANUARY 2022

\$ -	Total	\$ -	Total
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**SAN MATEO COUNTY TRANSIT DISTRICT
FY2022
Measure A Sales Tax
January 2022**



* Sales tax receipts are received and reconciled two months in arrears with a quarterly true up by the State of California also two months in arrears

SAN MATEO COUNTY TRANSIT DISTRICT

Monthly Sales Tax Receipts

FY2022

December 2021

	FY21 MONTHLY RECEIPTS	FY22 MONTHLY RECEIPTS*	MONTHLY % Change	FY21 YTD RECEIPTS	FY22 YTD RECEIPTS	YTD % Change
Jul	8,652,560	8,073,453	(6.7%)	8,652,560	8,073,453	(6.7%)
Aug	9,475,233	8,998,280	(5.0%)	18,127,793	17,071,733	(5.8%)
Sep	4,423,442	9,104,933	105.8%	22,551,235	26,176,665	16.1%
Oct	8,212,521	8,516,856	3.7%	30,763,756	34,693,522	12.8%
Nov	8,570,674	8,032,736	(6.3%)	39,334,430	42,726,257	8.6%
Dec	6,428,114		(100.0%)	45,762,544		(100.0%)
Jan	7,420,385		(100.0%)	53,182,929		(100.0%)
Feb	8,162,508		(100.0%)	61,345,438		(100.0%)
Mar	6,167,874		(100.0%)	67,513,312		(100.0%)
Apr	7,276,146		(100.0%)	74,789,458		(100.0%)
May	9,612,109		(100.0%)	84,401,567		(100.0%)
Jun	9,431,782		(100.0%)	93,833,349		(100.0%)
Total	<u>93,833,349</u>	<u>42,726,257</u>				

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting Executive Director

FROM: David Olmeda
Chief Operating Officer, Bus

SUBJECT: **CAPITAL PROJECTS QUARTERLY STATUS REPORT FOR 2ND QUARTER
FISCAL YEAR 2022**

ACTION

The [Capital Projects Quarterly Status Report](#) is submitted to the Board for information only.

SIGNIFICANCE

The Capital Projects Quarterly Status Report is submitted to keep the Board advised as to the scope, budget and progress of current ongoing capital projects.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

Staff prepares the Capital Projects Quarterly Status Report for the Board on a quarterly basis. The report is a summary of the scope, budget and progress of capital projects. It is being presented to the Board for informational purposes and is intended to better inform the Board of the capital project status.

Prepared by: Sher Ali, Project Controls Analyst

650 622 7854



Capital Projects

Quarterly Status Report

2nd Quarter FY2022: October 01 – December 31, 2021

Prepared for the March 02, 2022 SamTrans Board Meeting



San Mateo County Transit District



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SamTrans - Capital Program - Budget Status Summary

2nd Quarter FY2022 - October 01, 2021 to December 31, 2021

All Costs in \$1,000's

Programs					
	FY2018	FY2019	FY2020	FY2021	FY2022
1. Revenue Vehicles Support	\$5,321	\$1,778	\$3,382	\$952	\$34,186
2. Non Revenue Vehicle Support	\$0	\$847	\$164	\$116	\$0
3. Information Technology	\$2,878	\$3,100	\$500	\$3,529	\$431
4. Planning/Development	\$1,502	\$750	\$250	\$0	\$500
5. Facilities/Construction	\$7,282	\$1,730	\$10,612	\$7,052	\$5,933
6. Safety and Security	\$0	\$0	\$150	\$0	\$0
7. Contingency	\$250	\$200	\$250	\$250	\$0
Total Board Approved Budget by FY ⁽¹⁾	\$17,233	\$8,405	\$15,308	\$11,899	\$41,050

Some of the major projects completed or in progress include, but are not limited to the following:

Active Projects

Central Building Refresh
 Central Roof Replacement Project
 FY2018 Tech Refresh
 North and South Base Exterior Painting
 North Base Bus Washer Replacement
 North & South Base IW Line to Brake Pit Replacement
 Onboard Wi-Fi Equipment Retrofit for 225 Buses
 Procurement of 10 Electric Buses Project
 Replace & Upgrade Servers & Out of Warranty Equipment Project
 South Base Bus Washer Walls Rehab
 Upgrade Current District Website
 Wi-Fi at Bases for Video Review Project
 South Base Switchgear Replacement

Projects Completed Within the Last Three Years

Bus Stop Improvement Program
 Central Office Sanitary Sewer Pump Replacement Project
 Facilities Smaller Projects - FY2012
 Linda Mar Park-n-Ride Lot Repaving Project
 Major Bus Components - FY2012
 Seven Non-Revenue Service Support Vehicles Project
 North and South Base Industrial Waste Line Replacement Project
 Purchase a New Bus Simulator
 Replace Paratransit Vehicles
 Replacement of 55 - 2002 NABI Buses Project
 Traffic Signal Priority Project
 South Base Natural Gas Line Replacement

Note:

(1) The "Total Board Approved Budget by FY" reflects the annual budget approved by the SamTrans Board of Directors for each fiscal year. This authorizes the amount that can be spent on projects. Unspent budget in a fiscal year may be carried forward to subsequent budget years.

SamTrans Quarterly Report TRAFFIC LIGHT REPORT

The following projects represent a sub-set of the total Capital Program and have been selected for inclusion into the Quarterly Report due to project value, operational significance, and/or impact on customers.

	SCOPE		BUDGET		SCHEDULE		FUNDING		Page	
	Q1 FY22	Q2 FY22	Q1 FY22	Q2 FY22	Q1 FY22	Q2 FY22	Q1 FY22	Q2 FY22		
<u>Vehicle Replacement Projects:</u>										
021502 - Major Bus Components Project										5
100113 - Procurement of 10 Electric Buses Project										5
<u>Information Technology Projects:</u>										
021505 - Replace & Upgrade Servers & Out of Warranty Equipment Project										6
100016 - Wi-Fi at Bases for Video Review Project										6
100247 - FY2018 Tech Refresh										7
100348 - Upgrade Current District Website										7
100534 - Onboard Wi-Fi Equipment Retrofit for 225 Buses										8
<u>Facilities / Construction Projects:</u>										
100058 - Facility Smaller Projects										9
100252 - Central Roof Replacement										9
100469 - North Base Bus Washer Replacement										10
100470 - North and South Base IW Line to Brake Pit Replacement										10
100473 - Central Building Refresh										11
100474 - South Base Bus Washer Walls Rehab										11
100476 - North and South Base Exterior Painting										12
100547 - South Base Switchgear Replacement										12



= Project On-Hold



= No Issues



= Notable Issues



= Significant Issues

SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (i) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

VEHICLE REPLACEMENT/MAINTENANCE PROJECTS:

021502	Major Bus Components PM - David Harbour	<p>Scope: The objective of this project is to maintain a state of good repair for bus transit. Well maintained capital bus components are essential to keep our revenue equipment in service, reliable, and safe for bus patrons.</p> <p>This project provides funding for new parts, rebuilt parts, and major bus components, not accounted for in the operating budget, that exceed \$1,000 in accordance and compliance with FTA guidelines. Parts and major bus components include; engines, transmissions, differentials, ECU (electronic control unit), HVAC units (heating, ventilation and air conditioning) radiator, muffler, air compressor, Digital Video Recorders (DVRs), Automatic Mobile Data Terminals (AMDTs), etc.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Purchased major bus components and replacement parts.</p> <p>Next Quarter: (1) Continue to purchase major bus components and replacement parts, as needed.</p> <p>Note: Schedule was re-baselined this quarter.</p>	\$7,327,336	\$7,327,336	\$0	\$7,327,336	\$6,495,171	\$832,165	\$7,327,336	\$0	88.6%	88.6%	07/01/15 / 07/01/15A	06/30/22 / 06/30/22
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100113	Procurement of 10 Electric Buses PM - David Harbour	<p>Scope: Procure 10 battery-electric Zero Emissions Buses (ZEBs) to replace 10 of the 2003 Gillig diesel buses and install six charging stations in support of the electric buses. This project will support California Air Resources Board (CARB)'s goal of 100% ZEB transit fleet by 2040. These electric buses will be placed in a pilot service program at North Base.</p> <p>Issues: None.</p> <p>Key Activities</p> <p>This Quarter: (1) SamTrans Executive Team continued working with legal to mitigate the continuing issues and problems with the electric buses. (2) Samtrans is in negotiations with Proterra.</p> <p>Next Quarter: (1) In the month of January, eight Proterra BEB's (Lot-2) were returned to Proterra. (2) SamTrans' Executive Team continues working with legal to mitigate the continuing issues and problems with the two remaining Proterra BEB's (Lot-1). (3) Samtrans to continue negotiations with Proterra. .</p> <p>Note: Schedule has been delayed due to Covid-19 impact and technical issues with the buses.</p>	\$10,926,668	\$10,926,668	\$0	\$10,926,668	\$3,257,205	\$7,669,463	\$10,926,668	\$0	29.8%	67.0%	02/01/18 / 02/01/18A	11/30/20 / 06/30/22
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SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (g) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

INFORMATION TECHNOLOGY PROJECTS:

021505	Replace & Upgrade Servers & Out of Warranty Equipment Project PM - Ed Kelly	<p>Scope: This project will replace District's servers and data storage, copiers/printers, routers and switches, AC, UPS and other appliances that are at the end of their expected service life and soon to be out of warranty. The project will procure new equipment to replace old and out of warranty equipment in Central's Data Center, North Base, and South Base as well as professional services for setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities This Quarter: (1) Procured additional servers, network routers and switches to replace the out of warranty equipment.</p> <p>Next Quarter: (1) Procure additional servers, network routers and switches to replace the out of warranty equipment.</p> <p>Notes: Schedule was re-baselined this quarter.</p>	\$7,079,000	\$995,000	\$6,084,000	\$7,079,000	\$4,904,000	\$2,175,000	\$7,079,000	\$0	69%	69%	07/01/14 / 07/01/14A	12/31/22 / 12/31/22
100016	Wi-Fi at Bases for Video Review PM - Karambir Cheema	<p>Scope: The project scope will primarily be as follows: 1. Install and test Wi-Fi equipment at North Base and South Base. 2. Specify software configuration based on stakeholder consensus. 3. Install, configure, and test servers, including: a. Application server, which serves as the back end for client computers allowing users to request video, initiates communication with buses when they enter the yard, and uploads Digital Video Recorders (DVRs) health data as well as any requested video. b. Database server, which runs Microsoft SQL server and houses data for the server application. 4. Install and configure client application on specified computers. 5. Configure all new Wi-Fi equipped DVRs to communicate with the application server. 6. Purchase, install and test WiFi equipment at MV San Francisco CUB and Brewster locations.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Deployed mSET workstations. (2) Submitted mSET WiFi extension plans to the IT Department.</p> <p>Next Quarter: (1) IT will identify what additional WiFi equipment and services need to be purchased.</p> <p>Issues: (1) Project completion is now estimated at December 31, 2022. PM updated the project scope to expand the mSET WiFi network to the San Francisco MV CUB location.</p>	\$690,499	\$690,499	\$0	\$690,499	\$599,500	\$90,999	\$690,499	\$0	86.8%	86.8%	03/26/18 / 03/26/18A	06/30/20 / 12/31/22

SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (g) - (h)	(i)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100247	FY2018 Tech Refresh PM - Ed Kelly	<p>Scope: To facilitate the adoption of new technology to meet changing needs and mitigate the risk of obsolescence of existing technology. Included is the periodic replacement of District system's servers and storage, copiers/printers, network equipment such as routers and switches, AC, UPS and other appliances that are at the end of its expected service life and will be out of warranty. This proposal will cover procurement as well as professional services for installation, setup and configuration.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Continued replacement of District's IT equipment on an as needed basis.</p> <p>Next Quarter: (1) Continue replacement of District's IT equipment on an as needed basis.</p> <p>Notes: Schedule was re-baselined this quarter.</p>	\$1,303,476	\$1,303,476	\$0	\$1,303,476	\$817,000	\$486,476	\$1,303,476	\$0	62.7%	62.7%	07/01/18 / 07/01/18A	12/31/22 / 12/31/22
100348	Upgrade Current District Website PM - J.Lipps	<p>Scope: To complete a website re-design and development that include, design and development; hosting maintenance and support. The District intends to enter into a Professional Services Agreement with the most qualified Consultant, to be the service provider.</p> <p>Issues: The Scope has been changed from one central website to three separate sites, one for each agency. This change is causing the schedule delay.</p> <p>Key Activities:</p> <p>This Quarter: (1) Met weekly with contractor FivePaths. (2) Included Michael Stevenson, Shuttles Program, in one meeting to discuss his needs in a new website. (3) Presented the project to the Caltrain CAC. (4) Held weekly internal web team meetings with Web Developer, Mark Templo. (5) Held weekly meetings with TA staff to restructure, re-write content.</p> <p>Next Quarter: (1) Continue to meet contractor regularly.</p> <p>Note: The Website Project has been linked to a Branding Project and the timeline pushed back. The purpose of this relates to both contracts being the same vendor and overlapping tasks relating to research and implementation of a brand into a website.</p>	\$600,000	\$600,000	\$0	\$600,000	\$578,562	\$21,438	\$600,000	\$0	96.4%	96.4%	06/01/19 / 06/01/19	03/31/21 / 03/31/22

SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (g) - (h)	(j)	(k) = (g) - (j)	(l) = (h) / (j)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100534	Onboard Wi-Fi Equipment Retrofit for 225 Buses PM - Karambir Cheema	<p>Scope: This project will include the cost of procuring and installing onboard Wi-Fi equipment on 225 buses. This project will also cover the cost of the CAD/AVL backend configuration, hardware installation and a patch for the buses that will allow for the cellular connection to provide a real-time feed.</p> <p>Issues: None</p> <p>Key Activities:</p> <p>This Quarter: (1) Routers installation were completed.</p> <p>Next Quarter: (1) Inspect, configure and test the routers for connectivity and uploading data to the central server.</p> <p>Note: CVAD/AVL which is tied to this project due to configuration and using one SIM card for both functionalities has pushed the completion date to March 2022.</p>	\$1,765,991	\$1,765,991	\$0	\$1,765,991	\$1,210,014	\$555,977	\$1,765,991	\$0	68.5%	68.5%	09/09/20 / 09/09/20A	06/30/21 / 03/31/22

SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish

FACILITIES / CONSTRUCTION PROJECTS:

100058	Facility Smaller Projects PM - Greg Moyer	<p>Scope: This project will maintain a state of good repair (SOGR) for the District's infrastructure, shops and facilities. This project will maintain continuity of services and sustainability of a pleasant work environment, inclusive of routine maintenance or replacement, e.g. carpets.</p> <p>Issues: None.</p> <p>Key Activities:</p> <p>This Quarter: (1) Performed maintenance or repairs work, as needed.</p> <p>Next Quarter: (1) Continue with maintenance and repairs work, as needed.</p> <p>Note: Schedule was re-baselined this quarter.</p>	\$2,540,000	\$2,540,000	\$0	\$2,540,000	\$2,033,064	\$506,936	\$2,540,000	\$0	80.0%	80.0%	07/01/19 / 07/01/19A	06/30/22 / 06/30/22
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100252	Central Roof Replacement PM - Greg Moyer	<p>Scope: Involves the rehabilitation of the Central office roof, from the east end of the tennis courts to the east side of the building. The roof is a 20+ years old "foam roof", which needs extensive rehabilitation. The current roof allows leaks into the 4th floor of the building, which are contained by garbage cans in heavy rains. The most cost effective approach to rehab the roof will be determined during the design phase. The cost estimate for this project is based on the assumption that this part of the roof will be replaced with a new foam roof. It is also assumed that walkways for foot traffic will also be added to extend the life of the new roof. This proposal does not include rehab of the tennis courts nor the facilities west of the tennis courts. This project would promote the District's goal of a reliable system in a state of good repair.</p> <p>Issues: None.</p> <p>This Quarter: (1) District's GEC/Design consultant is conducting outreach to specialty firm</p> <p>Next Quarter: (2) GEC/Design consultant engages preliminary plans/schedules with specialty firms.</p> <p>Note: (1) Facilities is understaffed by long-standing vacancies with recruitments still in process. Projects were re-assessed for District impact and criticality to determine viable schedules moving forward.</p>	\$1,275,000	\$1,275,000	\$0	\$1,275,000	\$13,598	\$1,261,402	\$1,275,000	\$0	1.1%	1.1%	09/01/19 / 09/01/19A	01/31/24 / 01/31/24
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SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

(a)	(b)	(c)	(d)	(e)	(f)	(g) = (e) + (f)	(h)	(i) = (j) - (h)	(j)	(k) = (g) - (i)	(l) = (h) / (i)	(m)	(n)	(o)
Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100469	North Base Bus Washer Replacement PM - Jeffrey Thomas	<p>Scope: The scope of this project is to replace the existing North Base bus washer, which was installed in 1995 and has reached the end of its useful life. The existing bus washer will be demolished and removed and the new replacement unit will include: new controls, new motors and pumps, new piping, new brushes and supports, new spray arches and supports, new water recycling equipment. District will reuse select components as best possible – drainage/collection pits, water storage tanks and utility connections within the existing structure. The new unit will use less water, use less soap/chemicals and to recover more gray water and better interface with District's height/width requirements, 3-bike rack capacity and extended mirror assemblies.</p> <p>Issues: Project staff of 1 FTE was short (0.5 FTE) for Jan-Sept 2020 and vacant (0 FTE) for Oct-Dec 2020. Facilities has re-gained project staff on a contract basis in the first week of January 2021. Multiple projects are being reviewed and prioritized to restore vital services at their earliest opportunity.</p> <p>Key Activities: This Quarter: (1) Bids received and opened on 11/5/2021. (2) Staff was reviewing bid submittals and determining recommended actions. (3) Staff made a review of all bid submittals and conducted reference checks. . . Next Quarter: (1) Staff to provide summary report to the Executive Team. (2) Agenda Review is scheduled for 1/19/2022. (3) Board Action is tentative for 2/2/2022.</p>	\$935,000	\$935,000	\$0	\$935,000	\$45,486	\$889,514	\$935,000	\$0	4.9%	4.9%	08/01/19 / 01/01/20A	12/31/21 / 10/31/22
100470	N & S Base IW Line to Brake Pit Replacement PM - Jeffrey Thomas	<p>Scope: This project will replace the North Base industrial waste (IW) line, which drains the brake pit and fuel island areas of North Base. The IW line is approximately 650 feet in length and discharges into an underground separator tank, which connects to an off-site municipal sewer line. The IW line is currently 4-inch ductile iron pipe and will be replaced with a 6-inch PVC (plastic) pipe. The soil surrounding this pipe will be removed and replaced due to the potential contamination by the fluids carried in the existing pipe.</p> <p>Issues: The scheduled North Base Industrial Waste Line Replacement has met small incremental delays in design/planning phase and again at the submittal review phase. The net impact of collective delays and staffing changes is 90 days (2nd week of June 2021) for substantial completion and 120 days (2nd week of July 2021) for final complete.</p> <p>Key Activities: This Quarter: (1) Contractor continued close-out documents with District guidance. (2) Notice of Completion was filed with the County Recorder's Office on 12/20/2021. Next Quarter: (1) Contractor to provide final invoice and District completes close-out process.</p>	\$780,000	\$780,000	\$0	\$780,000	\$630,571	\$149,429	\$780,000	\$0	80.8%	80.8%	07/01/19 / 12/01/19A	03/31/21 / 01/31/22

SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100473	Central Building Refresh PM - Greg Moyer	<p>Scope: This project is for Central Building improvements. It includes 20+ building improvements for Central Office and Garage.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Design criteria and delivery method are under discussion with GEC/Design consultant. (2) GEC/Design consultant to conduct outreach to specialized firms.</p> <p>Next Quarter: (1) GEC/Design consultant to develop plans, specifications and estimates with District's review.</p> <p>Note: (1) Facilities is understaffed by long-standing vacancies with recruitments still in process. Projects were re-assessed for District impact and criticality to determine viable schedules moving forward.</p>	\$1,849,200	\$1,849,200	\$0	\$1,849,200	\$460,770	\$1,388,430	\$1,849,200	\$0	24.9%	24.9%	07/01/20 / 07/01/20A	02/28/24 / 8/31/2024
100474	South Base Bus Washer Walls Rehab PM - Jeffrey Thomas	<p>Scope: This project will replace the structural walls of the South Base bus washer. Extensive water damage have caused the walls to become unstable and require replacement. Significant sections of the walls will be reconstructed. Also a waterproof membrane will be installed in the walls during reconstruction.</p> <p>Issues: None</p> <p>Key Activities: This Quarter: (1) 1.Design work by consultant continued. 2.District staff participated in design changes. (2) GEC/Design Consultant continued design work.</p> <p>Next Quarter: (1) Consultant to resolve outstanding issues and deliver plans, specifications and estimates.</p> <p>Note: Project staffing was vacant/short during 2019-20.</p>	\$350,000	\$350,000	\$0	\$350,000	\$15,500	\$334,500	\$350,000	\$0	4.4%	4.4%	07/01/19 / 08/01/20	06/30/22 / 06/30/23

SamTrans - Major Capital Project - Quarterly Report - Q2 FY2022 October 01, 2021 to December 31, 2021

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Project No.	Project Name	Scope / Issues / Key Activities	Approved Funding	Original Budget	Approved Changes	Current Budget	Expended + Accrual To Date	Estimate to Complete	Estimate at Completion	Variance at Completion	% Expended of EAC	Est. Physical % Complete	Current Baseline / Current Start	Current Baseline / Current Finish
100476	North and South Base Exterior Painting PM - Greg Moyer	<p>Scope: This project is to paint exterior portions of North and South bases.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) Plans, work phases and site measurements continue.</p> <p>Next Quarter: (1) Finalize bid documents for procurement and public bidding.</p>	\$1,140,000	\$1,140,000	\$0	\$1,140,000	\$1,545	\$1,138,455	\$1,140,000	\$0	0.1%	0.1%	03/01/21 / 03/01/21A	01/31/24 / 01/31/24
100547	South Base Switchgear Replacement PM - Greg Moyer	<p>Scope: South Base switchgear replacement.</p> <p>Issues: None.</p> <p>Key Activities: This Quarter: (1) District's design consult continues planning with review/input by District staff. (2) Designer and District staff have conferred with PG&E on local capacity issues/schedules.</p> <p>Next Quarter: (1) Design consultant continues further development with District staff and PG&E.</p>	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$26,238	\$973,762	\$1,000,000	\$0	2.6%	2.6%	10/01/19 / 10/01/19A	11/30/23 / 11/30/23

Fiscal Year 2020 Capital Budget - Amendment 1

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19 & FY20)	592,000	6,014,636	6,606,636
1.2	100460	Replacement of (14) Revenue Paratransit Vans	956,480		956,480
1.3	100461	Replacement of (13) Revenue Paratransit Cutaway	1,732,640		1,732,640
1.4	100353	Maintenance support equipment	100,835	94,185	195,020
			S/T	3,381,955	6,108,821
Non-Revenue Vehicle Support					
2.1	100462	Replacement Non-Rev Service Support Vehicles	164,000	-	164,000
			S/T	164,000	164,000
Information Technology					
3.1	100463	Spears System Improvements	150,000	-	150,000
3.2	100477	Intranet Solution Replacement	350,000	-	350,000
			S/T	500,000	500,000
Planning/Development					
4.1	100464	Capital Program and Project Development	250,000	-	250,000
			S/T	250,000	250,000
Safety and Security					
5.1	100465	CCTV Network Improvement	150,000	-	150,000
			S/T	150,000	150,000

Fiscal Year 2020 Capital Budget (Cont)

Budget Item	Project No.	Description	Current Years Budget	Previous Budget	Total Project Budget
Facilities/Construction					
6.1	100058	Facilities Smaller Projects	1,110,000		1,110,000
6.2	100252	Central Building Roof Replacement (FY18 & FY20)	800,000	475,000	1,275,000
6.3	100466	North and South Base Employee Areas	520,000		520,000
6.4	100467	North and South Base Bus Parking Area Restriping	258,000		258,000
6.5	100468	North and South Base Vacuum Replacement Design	150,000		150,000
6.6	100469	North Base Bus Washer Replacement	540,000		540,000
6.7	100470	North & South Base IW Line to Brake Pit Replacement	780,000		780,000
6.8	100474	South Base Bus Washer Walls Rehab	350,000		350,000
6.9	100471	60' Aerial Lift Apparatus	70,000		70,000
6.10	100475	ADA Study & Phase 1 Retrofits	1,225,000		1,225,000
6.11	100476	North and South Base Exterior Painting	1,140,000		1,140,000
6.12	100472	Central Building	750,000		750,000
6.13	100473	Central Building Refresh	1,849,200		1,849,200
6.14	100511	South Base Natural Gas Line Replacement	1,070,000		1,070,000
			S/T 10,612,200	475,000	11,087,200
Other					
7.1	021214	Contingency	250,000	-	250,000
			S/T 250,000	-	250,000
Total FY2020 Budget			15,308,155	6,583,821	21,891,976

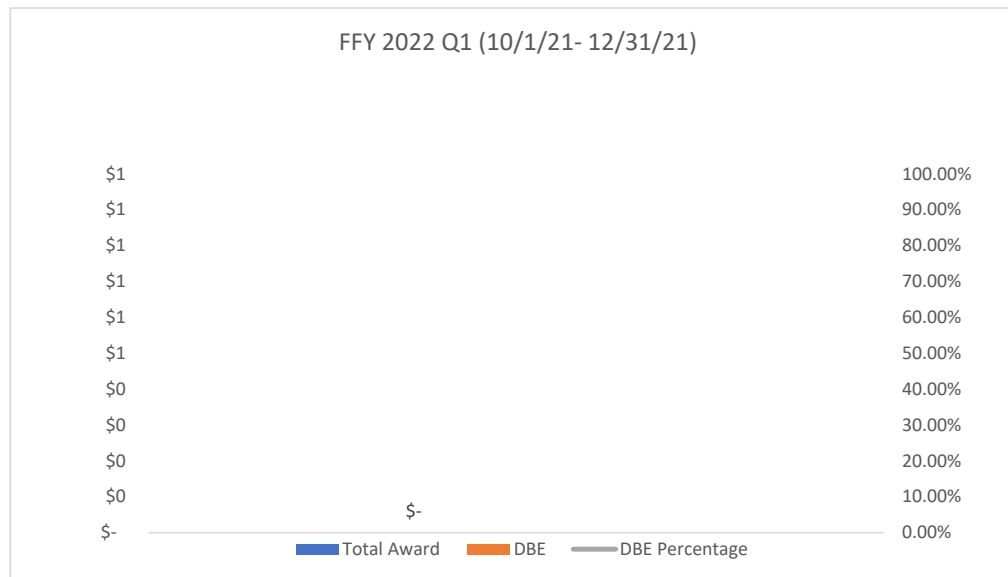
San Mateo County Transit District
Fiscal Year 2021 Capital Budget - Amendment 1

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19, FY20 & FY21)	720,700	6,606,636	7,327,336
1.4	100353	Maintenance support equipment	230,800	195,020	425,820
			S/T	951,500	6,801,656
Non-Revenue Vehicle Support					
2.1	100549	Replace Non-Rev Service Support Vehicles	116,500	-	116,500
			S/T	116,500	116,500
Information Technology					
3.1	100546	Automating Daily Dispatching, Bid, Scheduling & Hastus in the Cloud	1,750,424	-	1,750,424
3.2	100537	ITS PADS signs upgrade project from 3G to 4G Technology	75,000	-	75,000
3.3	100534	Onboard Wi-Fi equipment retrofit for 225 buses	1,572,180	-	1,572,180
3.4	100477	Intranet Solution Replacement	131,000	350,000	481,000
			S/T	3,528,604	3,878,604
Planning/Development					
4.1	100058	Facilities Smaller Projects	1,430,000	1,110,000	2,540,000
4.2	100547	South Base Switchgear Replacement	1,000,000	-	1,000,000
4.3	100469	North Base Bus Washer Replacement	395,000	540,000	935,000
4.4	100538	North and South Base Front Entrance Modifications	165,000	-	165,000
4.5	100548	North Base 200 Operations Building Replacement	1,000,000	-	1,000,000
4.6	100539	South Base Pico Blvd Property	3,061,918	-	3,061,918
			S/T	7,051,918	1,650,000
Safety and Security					
5.1		Contingency	250,000	-	250,000
			S/T	250,000	250,000
Total FY2021 Budget			11,898,522	8,801,656	20,700,178

San Mateo County Transit District Fiscal Year 2022 Capital Budget

Budget Item	Project No.	Description	Current Years Budget	Previous Years Budget	Total Project Budget
Revenue Vehicle Support					
1.1	021502	Major Bus Components (FY18, FY19, FY20, FY21 & FY22)	311,347	7,327,336	7,638,683
1.2	100353	Maintenance support equipment	320,226	425,820	746,046
1.3	100461	Para Transit (Cutaway) Revenue Vehicle Procurement	3,457,280	1,732,640	5,189,920
1.4	100634	Replacement of (10) 2017 Redi-Wheels Minivans	874,384	-	874,384
1.5	TBD	Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses	29,222,557	-	29,222,557
			S/T	34,185,794	9,485,796
Information Technology					
3.1	100628	Automatic Passenger Counter (APC) Validation	431,250	-	431,250
			S/T	431,250	-
Facilities/Construction					
4.1	100058	Facilities Smaller Projects	920,000	2,540,000	3,460,000
4.2	100548	North Base 200 Operations Building Replacement	575,000	1,000,000	1,575,000
4.3	100018	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	1,789,832	1,428,000	3,217,832
4.4	100629	EV Chargers for Non-Revenue Vehicles (6 total)	575,000	-	575,000
4.5	100630	TAM Maturity and Development Assessment	55,200	-	55,200
4.6	TBD	Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	1,926,250	-	1,926,250
4.7	100632	Transit Oriented Development (TOD) Project Initiation Funds	92,000	-	92,000
			S/T	5,933,282	4,968,000
Planning/Development					
5.1		Capital Program and Project Development	250,000	-	250,000
5.2		Capital Program Management	250,000	-	250,000
			S/T	500,000	-
Total FY2022 Budget			41,050,326	14,453,796	55,004,122

SamTrans Award



Note: There was no Federal Awards for Q1 FFY 2022 for SamTrans.

Definition of Terms

Approved Changes – Changes to the original budget and/or transfers of budget from one segment code to another that have been approved by management and/or by the SamTrans Board of Directors.

Approved Funding – The amount of funding that has been approved by the SMCTD Board for the execution of the project.

Current Budget – The current budget reflects the original budget plus approved changes or internal budget transfers which has been approved by the program manager and/or the project manager.

Expended % of EAC – This is the % of Money Spent (Not Physical Progress) as compare to the EAC.

Estimate at Completion (EAC) – The forecasted final cost of the project.

Estimate to Complete – Forecast of the cost to complete the remaining work, including anticipated and pending changes.

Estimated Physical % Complete – An estimation of the physical work completed as compared to the budgeted work expressed in %.

Expended + Accrual to Date – The cumulative project costs that have been recorded through the current reporting period in PeopleSoft + accrual cost of the work performed that has not been recorded in PeopleSoft.

Issues – Exceptions / concerns as identified for information or further actions.

Key Activities - Identifies key activities being undertaken for the project for the current month and identifies the work anticipated for the next month.

Original Budget – Budget as originally approved by senior management for execution of the approved scope of work.

Original Start / Current Start – The original planned start date and the current or actual start date of the project.

Original Finish / Current Finish – The original planned completion date and the current forecasted completion date of the project.

Scope - A concise description of the work elements to be performed and delivered by the project.

Variance at Completion (VAC) – Difference between the Current Budget and the Estimate at Completion. A positive value reflects potential underrun, whereas a negative amount indicates possible overrun.



Performance Status (Traffic Light) Criteria

SECTIONS	On Target (GREEN)	Moderate Risk (YELLOW)	High Risk (RED)
1. SCOPE	<p>(a) Scope is consistent with Budget or Funding.</p> <p>(b) Scope is consistent with other projects.</p> <p>(c) Scope change has been mitigated.</p>	<p>(a) Scope is NOT consistent with Budget or Funding.</p> <p>(b) Scope appears to be in conflict with another project.</p> <p>(c) Scope changes have been proposed.</p> <p>(d) Current Budget forecast exceeds the current approved budget by 5% to 10%.</p>	<p>(a) Significant scope changes / significant deviations from the original plan.</p> <p>(b) Current Budget forecast exceeds current approved budget by more than 10%.</p>
2. BUDGET	<p>(a) Estimate at Completion forecast is within plus /minus 5% of the Current Approved Budget.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget between 5% to 10%.</p>	<p>(a) Estimate at Completion forecast exceeds Current Approved Budget by more than 10%.</p>
3. SCHEDULE	<p>(a) Project milestones / critical path are within plus/minus four months of the current baseline schedule.</p> <p>(b) Physical progress during the report period is consistent with incurred expenditures.</p> <p>(c) Schedule has been defined.</p>	<p>(a) Project milestones / critical path show slippage. Project is more than four to six months behind the current baseline schedule.</p> <p>(b) No physical progress during the report period, but expenditures have been incurred.</p> <p>(c) Detailed baseline schedule NOT finalized.</p>	<p>(a) Forecast project completion date is later than the current baseline scheduled completion date by more than six months.</p>
4. FUNDING	<p>(a) Expenditure is consistent with Available Funding.</p> <p>(b) All funding has been secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 80% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) NOT all funding is secured or available for scheduled work.</p>	<p>(a) Expenditure reaches 90% of <u>Available Funding</u>, where remaining funding is NOT yet available.</p> <p>(b) No funding is secured or available for scheduled work.</p>

Note: Schedule variance for (a) Purchase of maintenance equipment; (b) Purchase of major bus components; (c) Maintenance of facilities; and (d) Upgrading of computer systems will not be monitored, as schedules for these types of projects are only a reflection of the year that funding has been allocated.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Board of Directors

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Derek Hansel
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.

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

- Accumulate new fuel hedge contracts for the upcoming fiscal year as market conditions allow
- Maintain the size of the hedge in order to protect District's fuels budget against volatile price movements in the diesel fuel market.

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 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 that relates to the District's annual budget.

- As of December 31st, the hedge program realized net gains of \$241,066.98 for the time period July 2021 through December 2021- the first half of FY 2022.
- Additionally, the hedge currently reflects unrealized gains of \$452,682.30 (+\$0.38/gallon on all gallons through December 2022). This assumes projected consumption of 100,000 gallons per month through December 2022.

- Approximately 72% (66% after tax) of the anticipated fuel usage of 100,000 gallons per month through December 2022 is hedged at an average expected price of \$1.82/gallon excluding taxes and fees (\$2.42 including taxes and fees) versus a currently planned budget estimate of \$1.98/gallon, excluding taxes and fees.
- The remaining un-hedged gallons through December 2022 have a projected cost of \$2.35/gallon before taxes and fees and \$2.99/gallon after taxes and fees as of 12/31/2021.
- Weighted average projected cost of all gallons net of hedging as of 12/31/2021 is \$1.97/gallon without taxes and fees – \$2.62/gallon with taxes and fees through December 2022.

Prepared by: Ashok Deshmukh

Acting Director, Treasury

650-508-6405

RESOLUTION NO. 2022 -

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

* * *

RESOLUTION HONORING NATIONAL WOMEN'S HISTORY MONTH

WHEREAS, the advocacy efforts of the National Women's History Project led to an annual observance of Women's History Month, which highlights the contributions of women in history and contemporary society, and is celebrated during March in the United States; and

WHEREAS, women of every race, class and ethnic background have made significant and historic contributions to the growth and strength of our society in countless recorded and unrecorded ways; and

WHEREAS, the leadership of women in elected office, including the contributions of the women on our own Board of Directors, serves as an example of community and civic engagement for girls and women in San Mateo County; and

WHEREAS, women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement and the civil rights movement, which create a more fair and just society for all; and

WHEREAS, in honor of Women's History Month, the San Mateo County Transit District will be hosting a brown bag session that will feature a speaker panel comprised of several female executives and directors who work for the agency; and

WHEREAS, in honor of Women's History Month, the Transit District will also be highlighting four female managers throughout the month in a special Employee

Spotlight feature on monitors at Central, North Base and South Base locations, as well as social media; and

NOW, THEREFORE, BE IT RESOLVED that the SamTrans Board of Directors does hereby recognize March as National Women's History Month and celebrate the immense contributions of women in the United States.

Regularly passed and adopted this 2nd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



BOARD OF DIRECTORS 2022

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DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

MEMORANDUM

**BOD ITEM #6
MARCH 2, 2022**

Date: February 24, 2022
To: SamTrans Board of Directors
From: Carter Mau, Acting General Manager/CEO
Subject: General Manager/CEO Report

January 2022 Summary

COVID-19

The FTA extended the mask requirement until March 18, 2022, on all public transit vehicles. Even though studies have shown the virus is generally not transmittable through surface contact, SamTrans continues its sanitary protocols with enhanced cleaning to ensure the highest level of sanitation and safety for its employees and passengers.

Although California's statewide indoor mask mandate for fully vaccinated individuals was lifted February 16th, the District maintained a mask mandate through Tuesday, March 1st in alignment with the San Mateo County. The offices at Central headquarters remain closed to the public; however, all employees were provided the following instructions:

Leading up to March 1:

Unvaccinated and fully vaccinated employees must continue to wear face masks at all times while indoors. Unvaccinated employees were mandated to wear KN95 face masks only. Face masks were allowed to be removed only under the following exceptions:

- Working alone in a closed office or room
- Actively eating and/or drinking
- Disability, medical or mental health condition

Beginning on March 1:

Unvaccinated employees must continue to always wear KN95 face masks while indoors. The same exceptions from the previous policy apply. Fully vaccinated employees will not be required to wear face masks.

Ridership

SamTrans monthly ridership for the month of December 2021 was 61.6 percent of the ridership in December 2019, which measures favorably against the national bus ridership monthly average recovery rate of 57.6 percent and other local bus agencies, which are at approximately 54 percent.

	<u>Dec. 2019</u>	<u>Dec. 2021</u>	<u>Percent</u>
<u>Bus Service:</u>			
SamTrans	855,560	526,600	61.6%
AC Transit	4,193,501	2,221,736	53.0%
VTA	2,145,691	1,160,340	54.1%
Dallas	3,040,722	1,762,841	58.0%
Seattle - King	9,080,410	4,145,600	45.7%
Chicago	18,593,555	10,175,928	54.7%
Atlanta	3,780,051	2,045,422	54.1%
New York MTA	55,375,808	37,433,427	67.6%
<u>Rail Service:</u>			
JPB	1,428,363	255,679	17.9%
BART (system)	9,309,469	2,297,414	24.7%
BART (extension)	1,035,884	311,811	30.1%
National bus only	352,319,744	203,046,027	57.6%
National total	791,316,211	427,943,029	54.1%

December 2021 is latest monthly data available for the other agencies.

Bus Operator Recruitment Update

Staff are developing several initiatives to increase the number of Bus Operator applicants and retain more operator trainees to improve overall operator workforce levels. Efforts include modifications to the operator training program and engaging in new recruitment efforts with local partners. In February, in partnership with NOVAworks and JobTrain, SamTrans was featured in two employer spotlight events to highlight SamTrans as an employer and how to be successful as a Bus Operator. The Board will receive an update on the recruitment and retention efforts during the March meeting.

Wi-Fi Update

The Intelligent Transportation System (ITS) staff continued to configure and activate the onboard cellular Wi-Fi which provides a faster data refresh rate of 10 to 12 seconds, and passenger Wi-Fi. At the end of January, 115 fixed route buses had been activated. Staff expects to have full activation of the District's entire 301 fixed route bus fleet, including contracted services, completed by the end of February.

ClipperSTART FY2022 Quarter 2 Ridership Update

Since the previous quarterly update on ClipperSTART usage, presented in the November 2021 GM Report, ridership generally increased from month to month with a small drop off in December due to the holidays. During the month of October 2021, there were 3,939 ClipperSTART trips. In November, there were 4,281 trips, an increase of 8.7 percent over October. In December, there were 4,100 ClipperSTART trips, a decrease of 4.2 percent from November. In the second quarter of FY 2022, ClipperSTART delivered 12,320 total trips, an increase of 35.5 percent from the previous quarter. SamTrans ClipperSTART performance accounts for approximately seven percent of all trips taken across ClipperSTART participating transit agencies. Staff will continue to monitor the program and provide quarterly updates to the Board of Directors.

Rosa Parks, February 4, 2022

On February 4, 2022, every SamTrans bus had a seat reserved in honor of Rosa Parks.



SamTrans Mobile App Update for Q2 FY2022

The SamTrans mobile app was launched in September 2018 and sells paratransit and fixed-route products except monthly passes. During the second quarter of FY2022, there were 2,980 app downloads, one percent increase over the last quarter and 58 percent increase compared to the same period last year. The increase of new app accounts slowed down during the second quarter of FY 2022, but the app sales revenue continued to grow. The mobile app sales revenue in the second quarter of FY 2022 accounts for approximately three percent of the total farebox revenue. The table below highlights the app's performance.

	Q2 FY22	Q1 FY22		Q2 FY21	
	Actuals	Actuals	% ▲	Actuals	% ▲
App Downloads	2,980	2,954	1%	1,891	58%
New accounts	2,706	3,242	-17%	1,082	150%
Tickets Sold	31,509	28,928	9%	18,824	67%
Revenue \$'s	\$67,354	\$63,040	7%	\$43,374	55%

Data source: Bytemark app performance report
 Note: Data as of 2/1/2022 and does not reflect refunds.

Human Capital Investment

	<u>Jan. 2022</u>		<u>YTD FY 2022</u>		<u>YTD FY 2021</u>	
	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>	<u>Hours</u>	<u>Days</u>
New Bus Operator Trainees	4,080	510	16,142	2,018	3,855	482
VTT/DMV mandated training	352	44	1,712	214	1,748	219
Bus Operator retraining	136	17	876	110	1,547	193
Maintenance training	308	39	2,053	257	2,189	274
Other	17	2	68	9	133	17
Total Hours	4,893	612	20,851	2,606	9,472	1,184

Class #169 started on January 5, 2022. There are 23 Bus Operator Trainees scheduled to graduate on March 18, 2022. The next bus operator trainee class starts on March 30, 2022, and it launches a 6-week pilot training program with only 8 Bus Operator Trainees aimed at improving instructor-student interaction and overall retention. To meet the demand for bus operators, multiple bus operator trainee classes will run concurrently.

Human Resources Training and Development

The Human Resources Department provides a wide range of personal and professional development opportunities for all District employees. Under the Tuition Reimbursement Program, there are currently four employees enrolled in a Master’s Degree program, one employee is enrolled in a Bachelor’s program, and another employee is pursuing a Certificate. In addition, there are 24 employees enrolled in classes offered by the San Mateo County Consortium, 10 employees are enrolled in San Mateo County Workshops, and five enrolled in the University of the Pacific (UOP) Management Certificate Program.

SamTrans Operation Safety (S.O.S.)

More than 50% of the accidents reported each month are passenger falls. This month’s safety campaign focuses on passenger falls and provides helpful tips for Bus Operators to avoid passenger falls and potential injury, such as the following:

- Keep your eyes on the front door at all times when opening and closing.
- Use your interior mirrors to track passengers as they board and alight from the bus.
- Do not move the bus until your passengers are properly seated.
- The S.O.S. committee recommends adding an announcement reminding seniors and disable passengers to alight from the front of the bus.

Bus Operator Recruitment and Retention Efforts

BOD Item #6 (b)

March 2, 2022

Our Challenge

The vision of **Reimagine SamTrans** relies on an expanded Operator workforce.

- Prior to the pandemic, SamTrans was facing an **operator shortage**.
 - In 2021 **training retention rates** declined, and **tenured operators** retired at an increased rate, impacting our workforce levels and ability to expand service.
- SamTrans staff formed the **Hiring and Training Task Force** to provide a venue for staff to brainstorm and develop solutions.

Building our Workforce: A 360° Approach

To increase the number of applicants and to improve training retention rates, staff are initiating the following:

- 1) Smaller and more frequent training classes:** Beginning at the end of March, we are moving from 10 week to 6 week-long operator training program; goal is classes of 8 every month.
- 2) Connecting Trainees to the District:** HR is staffing an office at North Base to increase the touch points with trainees as well as to be a resource for existing employees.

Building our Workforce: A 360° Approach (Cont.)

- 3) **Explaining the big picture:** Human Resources and Planning meet with NBO classes to review their benefits and discuss the importance of their role as a Bus Operator.
- 4) **One-time hiring or retention bonuses:** Data is being collected on one-time bonus amounts at comparable transit agencies as well as local private-sector companies.

Building our Workforce: A 360° Approach (Cont.)

5) Targeted, pro-active and focus on local recruitment: Employer Spotlight Events with NOVAWorks and Job Train in February.

EMPLOYER SPOTLIGHT
Hosted by NOVAworks Job Center

Attend this informational event to learn about the Bay Area's premier public transportation agency

Tuesday, February 22, 2022
2:00 - 3:30 p.m. (virtual meeting)

Hiring Bus Operators

SamTrans, the public bus operator in San Mateo County, is finalizing plans for a new bus network that expands service throughout San Mateo. To deliver this visionary service plan, SamTrans needs to hire a significant number of bus operators.

SamTrans is looking for individuals who enjoy working with people and making a positive impact in our community.

At this event, Bus Operations, HR, and the Training Team will share:

- What it is like to be a bus operator
- SamTrans' hiring process
- SamTrans' Bus Operator training program
- Employee benefits
- Opportunities for advancement

Join us to learn how you can become a member of the SamTrans family!

Register online at <https://bit.ly/nova-spotlight-samtrans>
- This event is open to the general public -

novaworks NOVA is an equal opportunity employer/organ. Auxiliary aids and services are available upon request to individuals with disabilities.

HIRING SPOTLIGHT Hosted by EAST PALO ALTO CAREER CENTER OPERATED BY JOBTRAIN and SAMTRANS

Learn how you can join the Bay Area's premier public transportation agency.

Saturday, February 26, 2022
10:00 a.m. - 2:00 p.m.
2415 University Ave, East Palo Alto

HIRING BUS OPERATORS

SamTrans, the public bus operator in San Mateo County, is finalizing plans for a new bus network that expands service throughout San Mateo. To deliver this visionary service plan, SamTrans needs to hire a significant number of Bus Operators.

SamTrans is looking for individuals who enjoy working with people and making a positive impact in our community.

At this event, Bus Operations, HR and the Training Team will be on hand to share:

- What it is like to be a Bus Operator
- SamTrans' hiring process
- SamTrans' Bus Operator training program
- Employee Benefits
- Opportunities for advancement

Same day on-site interviews will be available for individuals who bring:

- D4 (DMV Report)
- Resume

Scan QR Code to register online → [QR Code] Open to the public. Walk-ins Welcomed.

Join us to learn how you can become a member of the SamTrans family!

For Questions, contact Larry Moody at LMoody@JobTrainWorks.org

samtrans EAST PALO ALTO Career Center **JOBTRAIN** JobTrain provides Career Training programs in high-demand fields, and job search assistance through its Bus Career Centers. Auxiliary aids and services are available upon request to individuals with disabilities. For more information, visit JobTrainWorks.org.



BOARD OF DIRECTORS 2022

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CARTER MAU
ACTING GENERAL MANAGER/CEO

A G E N D A

**COMMUNITY RELATIONS COMMITTEE
COMMITTEE OF THE WHOLE
(Accessibility, Senior Services, and Community Issues)**

WEDNESDAY, MARCH 2, 2022 – 2:30 pm

or immediately following Board meeting recess

1. Call to Order

MOTION

2. Approval of Minutes of Community Relations Committee Meeting of February 2, 2022

INFORMATIONAL

3. Accessible Services Update
4. Paratransit Coordinating Council Update
5. Citizens Advisory Committee Update
6. Monthly Performance Report – January 2022
7. New SamTrans Website Launch **Pending**
8. Adjourn

Committee Members: Rose Guilbault (Chair), Marina Fraser, 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 COMMUNITY RELATIONS COMMITTEE MEETING /
COMMITTEE OF THE WHOLE
FEBRUARY 2, 2022**

Committee Members Present: R. Guilbault (Committee Chair), M. Fraser, R. Medina

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: J. Gee, C. Groom, D. Pine, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: None

Staff Present: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER

Committee Chair Rose Guilbault called the meeting to order at 3:24 pm.

2. RESOLUTION HONORING NATIONAL AFRICAN-AMERICAN HISTORY MONTH

Committee Chair Guilbault read the resolution.

Motion/Second: Stone/Groom

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

3. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JANUARY 5, 2022

Motion/Second: Groom/Gee

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

4. ACCESSIBLE SERVICES UPDATE

Tina Dubost, Manager, Accessible Transit Services, noted the announcement earlier in the Board meeting that local disabilities advocate Bob Planthold had passed away. She noted that Mr. Planthold had been active with the Caltrain Accessibility Advisory Committee, the Community Working Group for the California High-speed Rail Authority, and was dedicated to making transportation available to seniors and people with disabilities.

5. PARATRANSIT COORDINATING COUNCIL UPDATE

Ben McMullan, PCC Chair, said they have two upcoming presentations on station accessibility and on the Uber Wave app. He said they are also reaching out to Lyft.

6. CITIZENS ADVISORY COMMITTEE UPDATE

Meredith Park, CAC Vice Chair, provided a summary of the January 26 meeting.

7. MOBILITY MANAGEMENT REPORT: FY 2022 MID -YEAR SUMMARY

David Olmeda, Chief Operating Officer/Bus, said the report was in the packet.

8. MONTHLY PERFORMANCE REPORT – DECEMBER 2021

Ana Rivas, Director of Bus Transportation, said the report was in the packet.

9. ADJOURN

The meeting adjourned at 3:34 pm.

An audio/video recording of this meeting is available online at www.samtrans.com. 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: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

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 Coordinating Council (PCC) provides a forum for consumer input on paratransit issues. The Policy Advocacy and Legislative Committee (PAL-Committee) is the advocacy arm of the PCC.

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

Minutes from the December 2021 PAL and PCC meetings are attached to this report.

BUDGET IMPACT

There is no impact on the budget.

BACKGROUND

No Additional Information.

Prepared By: Tina Dubost, Manager, Accessible Transit Services 650-508-6247

**SAN MATEO COUNTY
PARATRANSIT COORDINATING COUNCIL (PCC)
Minutes of January 11, 2022 Meeting**

ATTENDANCE:

Members:

Dinae Cruise, Vice Chair, Consumer; Tina Dubost, SamTrans; Judy Garcia, Consumer; Sandra Lang, Community Member; Mike Levinson, Consumer, PAL Chair; Benjamin McMullan, Chair, CID; Scott McMullin, CoA; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA
(Member attendance = 9/14, Quorum = Yes)

Guests:

Rich Hedges, Community Member; Henry Silvas, SamTrans; Lynn Spicer, First Transit/Redi-Wheels; Jane Stahl, PCC Staff; Richard Weiner, Nelson\Nygaard

Absentees:

Susan Capeloto, Dept. of Rehabilitation; Dao Do, Rosener House; Alex Madrid, Consumer ; Marie Violet, Dignity Health

WELCOME/INTRODUCTIONS:

Chair Ben McMullan called the meeting to order at 1:35 pm. The meeting was held via Zoom conference call service and a roll call taken.

APPROVAL OF DECEMBER MINUTES:

Mike Levinson moved to approve the December meeting minutes; Sandra Lang seconded the motion; the minutes were approved.

PUBLIC COMMENTS:

None.

COMMITTEE REPORTS:

Policy/Advocacy/Legislative (PAL) – Mike Levinson, Chair

See page 10.

Grant/Budget Review – Sammi Riley, Chair

Nothing to report.

Education – Sammi Riley, Chair

The committee met on January 7th and focused on edits to the new video. They will send the updated version to Tina for comment and present to the PCC at a later date. The next meeting will be on March 4th at 1pm. Mike thanked Sammi and Jane for their work on the video.

Executive – Ben McMullan, Chair

The committee started a review of the PCC 2021-23 Workplan:

- The Recovery Plan:
 - Updates are received and there are videos on how to ride safely on the SamTrans website.
 - It was suggested that guests be invited to PCC meetings to provide updates on the recovery.
- Membership:
 - There remains a need to increase membership – currently at 14.
 - The need for a committee chair for membership.
 - Remind each PCC member that they should be asking others to join.
 - More focus should be placed on advocacy in the new member orientation.

Sandra suggested that talking points be prepared and given to each member so they're all on the same page when soliciting new members.

The revised PCC Bylaws were included in the meeting packet and brought forward for approval. Many small format edits had been made. The two main changes were regarding endorsements and a clarification of the absence policy. Sandra Lang moved to approve the Bylaws as submitted; Mike Levinson seconded the motion. There were no comments and the Bylaws were approved.

Nominations/Membership – TBD, Chair

No report. The Nominations/Membership committee chair is currently vacant.

OPERATIONAL REPORTS

Tina reported that SamTrans is making some changes to the bus routes on January 16th. The changes are shown on the website.

The San Mateo County Transportation Authority is hosting a webinar on “Complete Streets” on January 25th from 4-5:30pm. This is a planning concept concerned with the mobility needs of all users including cars, people who walk, bike, take transit, drive, or other mobility devices. The webinar is intended to promote knowledge sharing between local elected officials, transportation advisory boards, technical, planning and engineering staff, non-profits and other organizations interested in the topic. The focus is on the benefits to all users, how to prioritize and build better facilities and preview ways that the TA will be promoting projects to ensure the greatest benefit. It is intended as a general introduction to the concepts.

PERFORMANCE REPORT

Tina reviewed preliminary data for December.

- There were slightly more trips requested than in November and significantly more than December 2020.

- The same day cancel rate is consistent.
- Late cancels and no-shows are within standard; the sending of no-show and cancel letters has resumed.
- Ridership in December was similar to November; average weekday ridership was similar to November.
- Subscription trips are still a substantial portion of trips.
- Agency trips are slightly higher. Service is provided to San Carlos Adult Day Care, Rosener House, and South San Francisco Adult Day Care.
- The number of individuals riding is similar to November.
- Inter-county trips are still being provided.
- On-time performance is still better than the standard of 90%.
- Average telephone wait time is better than the standard of two minutes.
- Taxis as a percentage of trips are a smaller percentage.
- Productivity is better although still not meeting the standard.

Scott McMullin asked about the drop in on-time performance. Tina thought it was because of increased traffic. Lynn said that the weather had also caused some issues. Scott asked about solo rides and whether they were continuing. Tina responded that solo rides had never been offered and that they try to be as efficient as possible. Sammi mentioned that it takes longer for people with wheelchairs or other devices to get in and out of the van. In addition, the recent rains caused flooding and delays. Her rides have arrived early or 5-10 minutes late. Scott thought it would be useful to continue to watch productivity.

Mike asked about the number of drivers. Lynn responded that they don't have a shortage and new driver training is still being given.

Sammi mentioned that she's been getting the same driver for multiple trips which is unusual. Lynn said they are currently able to do this because of low ridership.

COMMENT STATISTICS REPORT

Tina reviewed the data for November. They received lots of compliments. There were 6 policy complaints and 22 service-related complaints, most received as consumer reports and just 3 as comment cards. There are fewer comments overall due to low ridership.

Kathy Uhl asked about the nature of policy complaints. Tina said there no pattern.

SAFETY REPORT

Lynn reported two preventable incidents in December with no major damage and no injuries.

LIAISON REPORTS

Agency – Dao Do & Marie Violet

No report.

ERC – Mike Levinson

Mike reported that no meetings were planned and asked about progress on IVR. Tina said they are still negotiating with a potential vendor.

Commission on Disabilities (CoD) – Ben McMullan

Meetings have resumed. The Transition to Independence Fair continues in its new format with panels on various subjects over several months.

Center for Independence (CID) – Ben McMullan

CID is working with consultants on a strategic plan.

Commission on Aging (CoA) – Kathy Uhl/Scott McMullin

Kathy reported that the CoA is reorganizing and planning for the next year.

Coastside Transportation Committee (CTC) – Tina Dubost

The committee has not set a date for the next meeting. They are providing information on the proposed changes this summer through Reimagine SamTrans.

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

The Citizens Advisory Committee of the Transit Authority met on January 4, 2022.

Highlights included:

- The public opening of the South San Francisco CALTRAIN Station will be celebrated on January 13, 2022, with a ribbon cutting ceremony from 10-11am. The public is cordially invited. [Note: This event was subsequently cancelled due to the spread of the COVID Omicron variant.]
- The Alternative Congestion Plan and Transportation Demand Plans were presented pending final approval at the TA meeting on January 6. The 56-page document contains background on the plans and proposed allocation of funds from Measure A and Measure W, the criteria used as well as insightful Appendices describing stakeholder groups and survey input. This detailed plan will serve as guidance for implementation.
- There was an amendment to the FY 2022 budget proposing an increase from \$148,893,304 to \$162,834,813.

There followed a discussion about access at the Hillsdale Station. It was felt that the ramp is inaccessible for hand-powered wheelchair users. Rich Hedges said that he and Marshall Loring had made a presentation to MTC on accessibility at all the BART stations and that he would be willing to show this at a future meeting. Tina said that although the ramp at the Hillsdale Station is long, it is verified as being ADA accessible. Many customers prefer elevators to ramps but it's difficult to keep elevators in service due to vandalism. Sammi explained the difficulties of using a wheelchair to go up a ramp. Tina said that there are rest areas on the ramps but agreed that they are long and fairly

steep. Sandra asked about location of the rest stop and the degree of rise on ramps. Tina said there is a flat area on the ramp; she offered to have someone come give a more technical report on this. Richard Weiner reported that the standard is for every 12' length, the rise can be 1'. If a ramp has a slope which is greater than 1 to 15, it needs to have landings at the bottom, top and at the intermediate level for every 5' rise.

OTHER BUSINESS

Consumer Corps Report

Jane Stahl reported that there were fewer reports submitted in the 4Q2021, but the number of riders reporting increased. She encouraged PCC members to talk up joining the Consumer Corps.

- 94% of the evaluations said that rides were on time.
- 70% of the telephone reservations were not put on hold.
- 46% of riders received Night Before calls; 48% received Same Day calls.
- Driver assistance was excellent with 99% reporting it met needs or was above needs.
- 50% of riders saw comment cards in the Redi-Wheels vehicles.

A detailed report will be sent to PCC members.

The next meeting will be on February 8th at 1:30pm. The meeting adjourned at 2:59pm.

Minutes of Policy/Advocacy/Legislative (PAL) Meeting – **Mike Levinson, Chair**

A roll call was taken. The minutes from the December PAL meeting were included in the meeting packet. Dinae Cruise moved to approve the minutes; Sammi Riley seconded the motion. The minutes were approved with no corrections.

Advocacy

Transit Recovery Update – Tina Dubost

In view of the spread of the Omicron variant, people are encouraged to follow the CDC guidelines and the recommendations from the San Mateo Public Health Department.

Paratransit ridership is similar to previous months, although it has increased compared to December 2020. Customers are being cautious about going out. SamTrans bus ridership is recovering faster. It is at 65% of pre-COVID levels compared to approximately 50% for Redi-Wheels.

Transit agencies throughout the region are being affected by drivers and staff getting ill, having to take care of family members or having to quarantine after an exposure. Although this hasn't affected Redi-Wheels yet, customers are asked to be patient as ride times may need to be further negotiated and telephone hold times may increase.

The TSA has extended the mandate to wear face masks on public transit through March 18, 2022. Governor Newsom has issued an indoor mask mandate.

They are continuing to offer free rides to vaccination sites.

Suggestions for 2022 MTC Coordinated Plan – Richard Weiner

Richard Weiner reviewed a list of suggestions received from other counties on transportation services to stimulate thoughts or ideas.

- Tina mentioned that outreach and education will continue to be important.
- Sandra Lang talked about the need to consider the digital divide to ensure maximum access for people without access to computers, etc.
- Mike suggested that there's a gap in language offerings, and outreach efforts need to expand beyond Spanish and Chinese. Tina said that Title VI staff are reviewing this and it's important to reach people who speak any language. The Redi-Wheels reservationists do have access to the AT&T Language Line as needed.
- Ben McMullin asked about one-seat rides for inter-county rides for paratransit.

Sandra asked what “expanding the footprint” of paratransit meant. Richard said that some counties had cut back on fixed route and paratransit service area due to funding, while other paratransit programs continue to serve areas where fixed route is no longer operating. This is what’s referred to as “expanding the footprint” beyond the ADA-required area.

Policy Issues:

Ben asked that a representative from Government Affairs come present at a future meeting. Tina will arrange this and asked if there were specific areas that should be covered. Sandra wanted to learn more about how the budget surplus would be spent and hoped that there would be more attention to the senior and disabled communities. Mike asked to address the infrastructure plan and how we can advocate for paratransit funding from those funds.

The next PAL meeting will be on February 8th, 2022.

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Community Relations Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: David Olmeda
Chief Operating Officer, Bus

April Chan
Chief Officer, Planning,
Grants/Transportation Authority

SUBJECT: **MONTHLY PERFORMANCE REPORT | JANUARY 2022**

ACTION

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

SIGNIFICANCE

SamTrans: Average weekday ridership across all three modes (Bus, Paratransit, Shuttles) increased by 76.7 percent in the month of January 2022 compared to January 2021. Of special note, shuttle ridership more than doubled the year prior. Similarly, the total monthly ridership increased by 66.1 percent comparing January 2022 to January 2021.

When comparing January 2022 to average weekday ridership levels just prior to the start of pandemic in February 2020, ridership for all SamTrans modes is 55.5 percent lower, and 53.2 percent lower compared to January 2020.

Caltrain: Average weekday ridership increased by 195.7 percent in the month of January 2022 compared to January 2021. Similarly, the total monthly ridership increased by 204.4 percent comparing January 2022 to January 2021.

When comparing January 2021 to average weekday ridership levels just prior to the start of pandemic in February 2020, ridership for Caltrain is 86.6 percent lower, and 86.0 percent lower compared to January 2020.

Other SamTrans' Key Performance Indicators:

- In January 2022, there were 8 preventable accidents. The goal is to have one or fewer preventable accidents per every 100,000 miles; SamTrans (including Contracted services) had 1.13 accidents per 100,000 miles. Regarding service calls, SamTrans met its goals with 0.49 service calls per 25,000 miles. The goal is to have one or fewer service calls per every 25,000 miles.
- On-Time-Performance (OTP) for January 2022 was 84.0 percent, one percent below SamTrans' OTP goal of 85.0. OTP improved by 4.00 percent from December 2021 to January 2022. The OTP performance improvements are attributed to service and schedule changes implemented on January 16, 2022.

- In January 2022, there were 1,111 DNOs (trips that did not operate) –758 more than in December 2021. These DNOs were largely due to CUB staffing shortages and the result of the omicron variant surge.

SamTrans Youth Unlimited Pilot Program:

In partnership with the San Mateo County Office of Education, SamTrans is launched a six-month pilot program starting on January 1 and continuing through June 30, 2022, to provide free SamTrans bus fares for Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. The pilot program is titled the Youth Unlimited Pilot Program. This program provides free transit to SED students that are eligible for the Free and Reduced-Price Meal program, students experiencing homelessness, foster-youth, migrant students, and students whose parents did not graduate high school.

The overall goals of the program are to reduce transportation costs for low-income families, attract new and more frequent riders, and understand the potential operational impacts of providing free fares to some or all youth riders.

Monthly pass usage will be reported monthly starting with this report. For the month of January 2022, the highest daily usage was achieved on January 28th, with 674 trips.

Data shown in this report is current as of February 16, 2022.

RIDERSHIP (ALL MODES)

SAMTRANS Average Weekday Ridership								
Mode	Jan-20	Jan-21	Jan-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	35,841	11,762	20,696	76.0%	36,587	12,688	20,967	65.2%
Paratransit	1,051	341	467	37.0%	1,120	377	525	39.5%
Shuttles	11,022	573	1,240	116.4%	11,505	1,305	1,251	-4.1%
Total	47,914	12,676	22,403	76.7%	49,211	14,370	22,743	58.3%

SAMTRANS Total Ridership								
Mode	Jan-20	Jan-21	Jan-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Bus	922,053	327,388	539,353	64.7%	6,500,174	2,465,159	3,856,102	56.4%
Paratransit	26,163	8,608	11,913	38.4%	194,146	67,634	95,492	41.2%
Shuttles	244,408	11,325	25,485	125.0%	1,737,326	193,219	186,283	-3.6%
Total	1,192,624	347,321	576,751	66.1%	8,431,646	2,726,012	4,137,877	51.8%

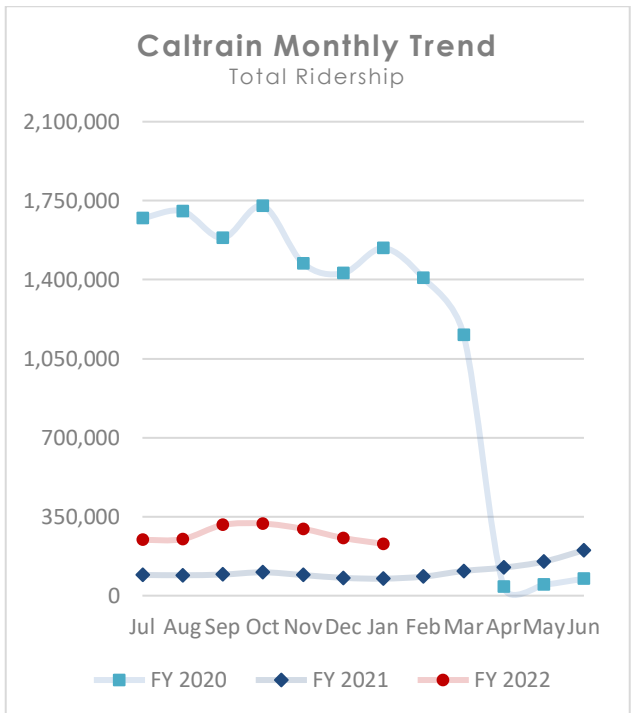
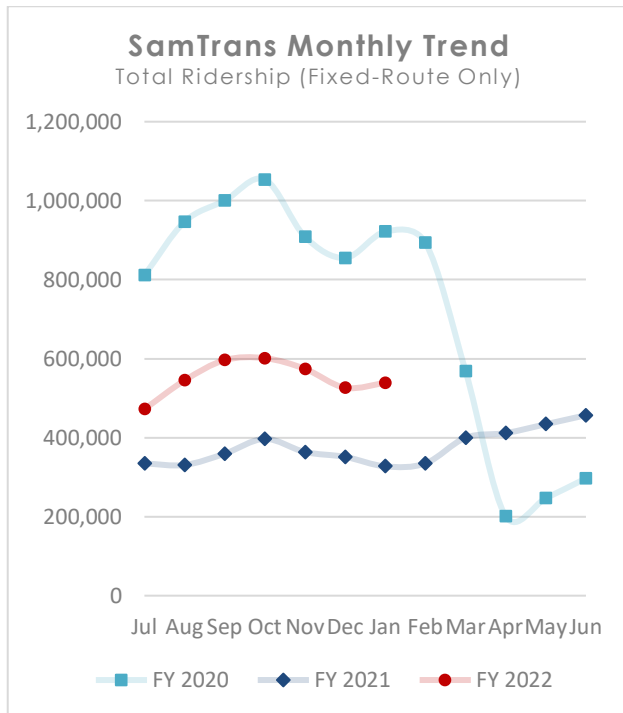
CALTRAIN Average Weekday Ridership								
Mode	Jan-20	Jan-21	Jan-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	64,806	3,058	9,044	195.7%	68,813	3,492	10,270	194.1%

CALTRAIN Total Ridership								
Mode	Jan-20	Jan-21	Jan-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Caltrain	1,539,666	75,485	229,746	204.4%	11,127,997	625,675	1,911,110	205.4%

OTHER MODES in San Mateo County Average Weekday Ridership								
Mode	Jan-20	Jan-21	Jan-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	133	36	51	40.6%	139	48	53	8.9%
BART (San Mateo County)	42,555	3,908	9,342	139.0%	45,513	4,521	10,995	143.2%

OTHER MODES in San Mateo County Total Ridership								
Mode	Jan-20	Jan-21	Jan-22	%Δ ¹	YTD FY20	YTD FY21	YTD FY22	%Δ ²
Dumbarton	2,928	725	1,062	46.5%	20,906	7,236	7,919	9.4%
BART (San Mateo County)	1,052,133	97,306	253,406	160.4%	7,869,051	811,179	2,101,792	159.1%

Important Notes:
 SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.
 Shuttle Ridership includes SamTrans Shuttles, JPB Caltrain Shuttles, and other TA 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	Jan-20	Jan-21	Jan-22
Adult	481,911	205,322	308,072
Youth	200,943	16,865	91,651
Eligible Discount	238,859	105,154	139,529
Total	921,713	327,341	539,252

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

KEY PERFORMANCE INDICATORS

SAMTRANS (BUS) Operations Key Performance Indicators			
KPI	Jan-20	Jan-21	Jan-22
On-Time Performance	80.4%	89.2%	84.0%
Preventable Accidents	24	13	8
Service Calls	30	21	14
Trips Scheduled	46,067	35,864	38,416
Did Not Operate DNOs	535	7	1,111

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 30 seconds ahead of schedule.

SAMTRANS (BUS) Fleet Key Performance Indicators			
KPI	Jan-20	Jan-21	Jan-22
Revenue Hours (Sched.)	56,220	48,507	46,036
Revenue Miles (Sched.)	609,039	506,701	527,542
Total Fleet Miles (Actual)	750,929	671,127	708,973

SamTrans' Miles between Preventable Accidents goal is 100,000 miles. There were 88,622 Miles between Preventable Accidents this month.

PARATRANSIT Operations Key Performance Indicators			
KPI	Jan-20	Jan-21	Jan-22
On-Time Performance (RW)	92.7%	98.0%	95.5%
On-Time Performance (RC)	96.1%	96.0%	95.4%
Preventable Accidents (RW)	1	0	3
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	2	1	5
Service Calls (RC)	0	0	0

SamTrans' Miles between Service Calls goal is 25,000 miles. There were 50,641 Miles between Service Calls this month.

Notes: KPIs include participating contractors' performance.

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

PARATRANSIT Fleet Key Performance Indicators			
KPI	Jan-20	Jan-21	Jan-22
Revenue Miles (RW)	179,983	72,712	104,304
Revenue Miles (RC)	33,474	13,008	10,580
Fleet Miles (RW)	194,743	87,042	118,039
Fleet Miles (RC)	53,841	15,266	12,901

RW = Redi-Wheels
RC = RediCoast

CUSTOMER EXPERIENCE

SAMTRANS (BUS) Customer Experience			
KPI	Jan-20	Jan-21	Jan-22
Complaints	191	77	145
Accessibility	14	9	7
Compliments	26	3	12
Service Requests	42	11	43
Reports Total	273	100	207

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

The total number of reports for SamTrans increased from December (162) to January (207).

SAMTRANS YOUTH UNLIMITED PILOT PROGRAM

SAMTRANS (BUS) Pass Usage			
KPI	Jan-20	Jan-21	Jan-22
Ridership			4,163

This table depicts pass monthly usage for the SamTrans Youth Unlimited Pilot Program.

The following is a list of the Communications Division's marketing and promotional efforts in **January 2022**:

- "Drive with Us" Bus Operator Recruitment Campaign
- WiFi on Buses
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)
- Press Release: "SamTrans Launches On-Board WiFi"
- Press Release: "Free SamTrans Service for Low-Income Students Available Now"
- Press Release: "No Celebration Train for Dr. King Holiday Day, Caltrain and SamTrans Still Provide Service"
- Press Release: "SamTrans Measure W COC Issues Audit Report"
- Press Release: "SamTrans Proposal on Caltrain Governance to be Discussed at February Board of Directors Meetings"

Digital Communications Report:

In the month of January, SamTrans announced Wi-Fi being installed on our buses (SamTrans expects to have Wi-Fi on all buses by February 2022) and the launch of the Youth Unlimited Pass Pilot Program. Additionally, an event was held with Congresswoman Jackie Speier aboard one of our buses to emphasize the Bipartisan Infrastructure Deal's role in improving transportation and enhance SamTrans bus service. Lastly, delays and detours continue to be a large part of our messaging.

Notable mention:

Engagement and reach continue to grow on both the Instagram and Twitter accounts.

January 2022 Highlights:

- Wi-Fi on buses (not complete yet)
- Rep. Speier aboard one of our buses
- Youth Unlimited Pilot Program launched

Prepared by: Alex Lam, Principal Planner (Operations Planning) 650-508-6227
Robert Casumbal, Director, Marketing & Market Research 650-508-6280
Jeremy Lipps, Digital Communications Manager 650-508-7845



BOARD OF DIRECTORS 2022

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CAROLE GROOM
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CARTER MAU
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A G E N D A

**FINANCE COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, MARCH 2, 2022 – 2:45 pm

or immediately following Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Finance Committee Meeting of February 2, 2022
3. Authorize an Amendment to Contract #21-S-M-050 for the Purchase and Delivery of 17 Battery Electric Heavy-duty Low-floor Buses and 20 Depot Chargers, Increase the Budget for the Express Bus Project by \$16,535,180, and Amend the Fiscal Year 2022 Capital Budget to \$55,519,700
4. Adjourn

Committee Members: Marina Fraser (Chair), Jeff Gee, Rose Guilbault

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
FEBRUARY 2, 2022**

Committee Members Present: M. Fraser (Committee Chair), J. Gee, R. Guilbault

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: C. Groom, R. Medina, D. Pine, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: None

Staff Present: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER

Committee Chair Marina Fraser called the meeting to order at 3:35 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF NOVEMBER 3, 2021

Motion/Second: Guilbault/Powell

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

3. INCREASE THE BUDGET FOR THE SOUTH BASE SWITCHGEAR REPLACEMENT PROJECT BY \$5.7 MILLION AND AMEND TO INCREASE THE FISCAL YEAR 2022 CAPITAL BUDGET BY A CORRESPONDING AMOUNT FOR A TOTAL CAPITAL BUDGET OF \$46,750,326

Liria Larano, Deputy Chief, Fleet and Facility Infrastructure, presented the staff report.

Committee Member Jeff Gee asked if the replacement was large enough to electrify the whole fleet. Ms. Larano said that there will be a future expansion with ten chargers to be installed next year. He asked what progress the District had made with the bus electrification infrastructure. Ms. Larano said they were working with contractor Stantec to get an estimate by the end of the month.

Motion/Second: Powell/Gee

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

4. ADJOURN

The meeting adjourned at 3:42 pm.

An audio/video recording of this meeting is available online at www.samtrans.com. 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: Finance Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Grace Martinez
Acting Chief Financial Officer

David Olmeda
Chief Operating Officer, Bus

SUBJECT: **AUTHORIZE AN AMENDMENT TO CONTRACT #21-S-M-050 FOR THE PURCHASE AND DELIVERY OF 17 BATTERY ELECTRIC HEAVY-DUTY LOW-FLOOR BUSES AND 20 DEPOT CHARGERS, INCREASE THE BUDGET FOR THE EXPRESS BUS PROJECT BY \$16,535,180, AND AMEND THE FISCAL YEAR 2022 CAPITAL BUDGET TO \$55,519,700**

ACTION

Staff proposes the Committee recommend the Board:

1. Authorize amendment to Contract #21-S-M-050 with New Flyer of America, Inc. of Winnipeg, Manitoba, Canada (New Flyer) for the provision of 10 additional new battery electric heavy-duty, low-floor, 40-foot buses (BEBs) for a new total of 17 BEBs and 20 depot chargers, and increase the contract value by \$12,631,075 for a new total not-to-exceed amount of \$19,889,461; and
2. Approve an increase of \$16,535,180 to the Express Bus Project budget for a new total amount of \$25,338,021; and
3. Amend the Fiscal Year 2022 Capital Budget to increase it by \$8,769,374, from \$46,750,326 to \$55,519,700, per Attachment B; and
4. Authorize the Acting General Manager/CEO, or designee, to execute an amendment to Contract # 21-S-M-050 in a form approved by Legal Counsel.

SIGNIFICANCE

In 2018, the San Mateo County Transit District (District) initiated a Battery Electric Bus (BEB) Pilot program to replace 10 end-of-life 2003 Gillig diesel buses using a combination of local, state and federal funds. Though the BEB Pilot program as initially devised was unsuccessful, the District remains obligated to purchase 10 buses to avoid returning project funds to the awarding entities.

Separate from the BEB Pilot program, in 2021, the District entered into a contract with New Flyer to procure seven BEBs to be used for the Express Bus Pilot program. With the seven buses in the configuration and pre-production phase, District staff have found an

opportunity to purchase an additional 10 BEBs, along with the required charging equipment, as part of the existing contract with New Flyer.

By amending the current contract, the District can (a) meet its obligation to purchase 10 BEBs to replace ~20-year-old diesel-powered buses, while also (b) realizing at least 18 months of time and cost savings compared to commencing a new procurement, because the New Flyer bus configuration is still being finalized and (c) take advantage of New Flyer's agreement to offer the District the additional buses and depot chargers at the same prices as under the initial seven-bus order. The cost of the proposed 10-bus and 20-charger procurement is estimated at \$15,835,180, as outlined below.

Project Element	Cost
10 Battery Electric 40-foot buses	\$9,828,595
20 depot chargers	\$2,802,480
Project Management and Overhead	\$3,154,105
Buy America Audits / Inspection Services	\$50,000
Total	\$15,835,180

BUDGET IMPACT

The Express Bus Project was first approved by the Board and amended into the Fiscal Year 2021 Capital Budget pursuant to Resolution No. 2021-27. The initial project budget of \$8,802,841 was funded entirely by the State's Low Carbon Transportation Operations Program (LCTOP), Local Partnership Program, and Affordable Housing and Sustainable Communities Program. Funding for the additional 10 BEBs and twenty depot chargers will be from a combination of \$7,765,806 of existing funds from the original BEB Pilot program, along with \$8,769,374 in additional funds from Measure W, as outlined below. The \$8,769,374 Measure W requested includes \$700,000 for expenses not covered by grant funds from the original pilot program. The existing funds from the original BEB Pilot program also includes \$1,258,650 state funding from LCTOP. These funds will be used specifically for the purchase of the depot chargers to support the Express Bus pilot project.

Existing Fund Sources	Funding Amount
Federal Transit Administration Section 5307	\$5,309,478
State Transit Assistance State of Good Repair (SOGR)	\$568,328
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	\$629,350
Low Carbon Transportation Operations (LCTOP)	\$1,258,650
Sub-Total of Existing Funding	\$7,765,806
New Fund Sources	
Measure W	\$8,769,374
Total Funding	\$16,535,180

The proposed action also requires an amendment to increase the Fiscal Year 2022 Capital Budget from \$46,750,326 to \$55,519,700, per Attachment B.

BACKGROUND

On July 1, 2019, the Commonwealth of Virginia Department of General Services entered into contract E194-81688 MA6463 with New Flyer pursuant to Invitation for Bids #2712 for the furnishing of heavy-duty, low-floor, 40-foot battery electric buses.

The scope of work under the contract requires the manufacturer to provide and deliver low floor battery-powered electric transit buses per the specifications described in Section 4 "Goods & Pricing Schedule, Warranty Information." The buses must be compliant with applicable Federal Transit Administration and Fixing America's Surface Transportation (FAST) Act regulations, including that all buses must be powered by an electric propulsion system and be new and unused. Buses must have a minimum expected life of 12 years or 500,000 miles, whichever comes first.

STRATEGIC INITIATIVE

Priority 2 – Strengthen Fiscal Health

- Goal 3 – Implement existing and new best practices

Prepared by Project Manager: Natalie Chi Rasmussen
Project Manager: David Harbour, Director, Bus Maintenance

650-508-6418
650-508-7954

RESOLUTION NO. 2022-

**BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA**

AUTHORIZING AN AMENDMENT TO CONTRACT #21-S-M-050 FOR THE PURCHASE AND DELIVERY OF 17 BATTERY ELECTRIC HEAVY-DUTY LOW-FLOOR BUSES, 20 DEPOT CHARGERS, INCREASING THE BUDGET FOR THE EXPRESS BUS PROJECT BY \$16,535,180, AND AMENDING TO INCREASE THE FISCAL YEAR 2022 CAPITAL BUDGET TO \$55,519,700

WHEREAS, in 2018, the San Mateo County Transit District (District) initiated a Battery Electric Bus (BEB) Pilot program to replace 10 end-of-life 2003 Gillig diesel buses with a mix of state and federal grant funds; and

WHEREAS, though the BEB Pilot program was unsuccessful, the District remains obligated to procure 10 electric buses to replace the end-of-life, conventionally-powered buses in order to avoid returning BEB Pilot project funds to the awarding entities; and

WHEREAS, in 2021, the District entered into Contract # 21-S-M-050 with New Flyer of America, Inc. of Winnipeg, Manitoba, Canada (New Flyer) to procure seven BEBs for the Express Bus Pilot program; and

WHEREAS, with the seven New Flyer buses in the configuration and pre-production phase, District staff have found an opportunity to purchase an additional 10 BEBs, along with the required charging equipment, as part of the existing contract; and

WHEREAS, amending Contract # 21-S-M-050 with New Flyer will allow the District to (a) meet obligations of its BEB Pilot program funders to purchase 10 replacement buses, (b) realize at least 18 months of time and cost savings as compared to launching a separate procurement, because the New Flyer bus configuration is still being finalized, and (c) acquire the additional 10 New Flyer buses and 20 depot chargers at the same prices as the initial seven-bus order; and

WHEREAS, the Contract # 21-S-M-050 (at Section 13. Changes) allows the District to amend the agreement if deemed necessary; and

WHEREAS, staff proposes the funding for the additional 10 BEBs come from a combination of \$7,765,806 in existing funds from the original seven-bus BEB Pilot program, along with \$8,769,374 in additional funds from Measure W; and

WHEREAS, the existing funds from the original 10-bus pilot program includes \$1,258,650 in state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the Department of Transportation, the administrative agency for the LCTOP, requires the Board to authorize the submittal of a Corrective Action Plan for the transfer of the existing LCTOP allocation to the Express Bus Project for the purchase of depot chargers; and

WHEREAS, the Acting General Manager/CEO recommends, and the Committee concurs, that the Board:

1. Authorize an amendment to Contract # 21-S-M-050 with New Flyer for the purchase and delivery of a new total of seventeen (17) new battery electric heavy-duty, low-floor, 40-foot buses, and twenty (20) depot chargers, for a new total-not-to exceed amount of \$19,889,461; and
2. Approve an increase of \$16,535,180 to the Express Bus Project budget for a new total amount of \$25,338,201; and
3. Amend the Fiscal Year 2022 Capital Budget to increase it by \$8,769,374, from \$46,750,326 to \$55,519,700, as shown in Attachment B; and

4. Authorize the Acting General Manager/CEO, or designee, to execute an amendment to Contract # 21-S-M-050 in a form approved by Legal Counsel as detailed herein.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby authorizes the actions enumerated above.

BE IT FURTHER RESOLVED that the Board authorizes the General Manager/CEO, or designee, to take any other actions necessary to give effect to this resolution, including authorizing the submittal of a Corrective Action Plan to the California Department of Transportation for the transfer of \$1,258,650 in existing LCTOP funding from the original 10-bus pilot program to the Express Bus Project for the purchase of depot chargers.

Regularly passed and adopted this 2nd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

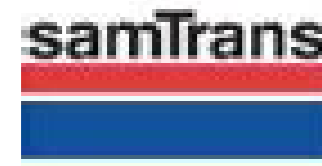
ATTEST:

District Secretary



San Mateo County Transit District
Fiscal Year 2022 Capital Budget - Amendment #2

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amended Budget	FUNDING						
						Federal	STA SOGR	Lpp ¹	District Sales	Measure W	Other	
1 REVENUE VEHICLE SUPPORT												
1.1	Major Bus Components	Purchase of new & rebuilt parts, major bus components not in operating budget.	\$ 311,347	\$ -	\$ 311,347	\$ 311,347	\$ -	\$ -	\$ -	\$ 311,347	\$ -	\$ -
1.2	Maintenance Support Equipment	Equipment used to support day-to-day shop activities.	\$ 320,226	\$ -	\$ 320,226	\$ 320,226	\$ -	\$ -	\$ -	\$ 320,226	\$ -	\$ -
1.3	Para Transit (Cutaway) Revenue Vehicle Procurement	This project plan to replace twenty one (21) Revenue Para Transit Vehicles. This will replace twenty (21) 2015 Eldorado Aerotech Cut-Aways. In service since 2014	\$ 3,457,280	\$ -	\$ 3,457,280	\$ 3,457,280	\$ 2,046,240	\$ -	\$ -	\$ -	\$ 1,411,040	\$ -
1.4	Replacement of (10) 2017 Redi-Wheels Minivans	This project is to replace (10) 2017 model year El Dorado Amerivan minivans that will be obsolete in Year 2022. Replacing minivan.	\$ 874,384	\$ -	\$ 874,384	\$ 874,384	\$ 586,000	\$ -	\$ -	\$ -	\$ 288,384	\$ -
1.5	Replacement of (135) 2009 Model-Year Gillig Heavy Duty Diesel Buses	To replace (135) 2009 model-year heavy duty diesel buses that will be obsolete, with (75) 40' Battery Electric Buses (BEB) and (60) 40' heavy duty clean-diesel buses in accordance with CARB ICT Purchase Requirements	\$ 137,765,488	\$ -	\$ 29,222,557	\$ 29,222,557	\$ 17,367,760	\$ -	\$ 9,101,000	\$ -	\$ 2,753,797	\$ -
1.6	<i>Electric Bus Procurement²</i>	<i>A pilot program to procure, operate, and maintain 10 electric buses and charging stations</i>	<i>\$ 3,160,862</i>	<i>\$ 10,926,668</i>	<i>\$ -</i>	<i>\$ (7,765,806)</i>						<i>\$ (7,765,806)</i>
1.7	<i>Express Bus - BEB²</i>	<i>To purchase 7 battery electric heavy-duty, low-floor, 40-foot buses (BEBs) that will be used for the Express Bus Pilot Program and 10 battery electric buses will be replacing the ten 2003 Gillig that were scheduled for replacements with the initial 10 pilot battery electric buses.</i>	<i>\$ 25,338,021</i>	<i>\$ 8,802,841</i>	<i>\$ -</i>	<i>\$ 16,535,180</i>					<i>\$ 8,769,374</i>	<i>\$ 7,765,806</i>
Subtotal			\$ 171,227,608	\$ 19,729,509	\$ 34,185,794	\$ 42,955,168	\$ 20,000,000	\$ -	\$ 9,101,000	\$ 631,573	\$ 13,222,595	\$ -
2 NON-REVENUE VEHICLE SUPPORT												
2.1	n/a	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3 INFORMATION TECHNOLOGY												
3.1	Automatic Passenger Counter (APC) Validation	To purchase/implement a system that will report data collected by Automatic Passenger Counter (APC) units on 322 bus vehicles.	\$ 431,250	\$ -	\$ 431,250	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250	\$ -
Subtotal			\$ 431,250	\$ -	\$ 431,250	\$ 431,250	\$ -	\$ -	\$ -	\$ -	\$ 431,250	\$ -
4 FACILITIES / CONSTRUCTION												
4.1	Facilities Smaller Projects	Intended to maintain state of good repair for District's infrastructure, shops, and facilities for District employees to perform their duties.	\$ 920,000	\$ -	\$ 920,000	\$ 920,000	\$ -	\$ -	\$ -	\$ 920,000	\$ -	\$ -
4.2	Design (Only) at North Base Building 200	This FY22 Budget Request is the design phase the NB Building 200 replacement. Design phase include geotechnical site analysis and front-end design services for NB Bldg-200. This will include a geotech assessment, functional design solutions, phased scheduling, cost estimates for	\$ 1,575,000	\$ 1,000,000	\$ 575,000	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -	\$ -
4.3	LED Lighting Upgrade, Phase-2 at North Base & South Base Facilities	Phase 2 of 2: Replacing lighting fixtures in favor of more energy efficient, environmentally friendlier LED lights. Phase One budget approved FY2016 for shops, building perimeters, bus parking areas. Phase Two extends lighting upgrades for interior lighting, related controls at District's North Base and South Base Facilities. Design work-cost estimates for Phase Two fully completed.	\$ 3,217,832	\$ 1,428,000	\$ 1,789,832	\$ 1,789,832	\$ -	\$ 1,496,400	\$ -	\$ 293,432	\$ -	\$ -



San Mateo County Transit District
Fiscal Year 2022 Capital Budget - Amendment #2

PROJECT TITLE	PROJECT DESCRIPTION	Current Total Estimated Project Cost	Previously Budgeted	FY2022 Adopted Budget	FY2022 Amended Budget	FUNDING					
						Federal	STA SOGR	LPP ¹	District Sales	Measure W	Other
4.4 EV Chargers for Non-Revenue Vehicles (6 total)	Objective follows District's move to fully zero-emission vehicle fleet. Project will provide six (6) electric vehicle (EV) charging stations for District's non-revenue fleet. Project will provide design services; subsequently deliver related equipment/installation. There will be two (2) EV Chargers at each of 3 facilities - Central, North Base and South Base. Chargers will connect to existing electrical infrastructure and provide charging services to current battery-electric EV's.	\$ 575,000	\$ -	\$ 575,000	\$ 575,000	\$ -	\$ -	\$ -	\$ 575,000	\$ -	\$ -
4.5 TAM Maturity and Development Assessment	This objective will provide a progress assessment of District's Transit Assessment Management (TAM) Plan following the TAM Policy as approved by the Board in November 2018. The project will allow District to review the implementation plan and to reassess the subsequent work processes and data flow inherent to TAM.	\$ 55,200	\$ -	\$ 55,200	\$ 55,200	\$ -	\$ -	\$ -	\$ 55,200	\$ -	\$ -
4.6 Design Phase For Facility Power Infrastructure Upgrade (ZEB Implementation and Deployment)	This FY22 Budget Request will provide comprehensive site analysis/design work to plan detailed construction documents for subsequent bidding. Construction of power infrastructure in phases to coincide w/bus deliveries through 2038; the front-end design must anticipate for system-wide new power feeds (PG&E substation), master control panels, smart energy management, excavation, cabling for power distribution, concrete islands for charging units, overhead canopies for final power delivery and panels for solar collection. The FY22 Budget requests reflects the Design Phase only; Total estimated Project reflects design and construction for the overall eBus Infrastructure Upgrade plus asphalt replaced with engineered concrete for South Base (critical for the Master Infrastructure)	\$ 326,711,250	\$ -	\$ 1,926,250	\$ 1,926,250	\$ -	\$ -	\$ -	\$ -	\$ 1,926,250	\$ -
4.7 Transit Oriented Development (TOD) Project Initiation Funds	The Agency has a number of potential developments sites in various states of readiness that will progress in FY22. The task listed below often need to occur before a site is advertised for development and funds need to be available for such TOD Project Initiation Tasks	\$ 92,000	\$ -	\$ 92,000	\$ 92,000	\$ -	\$ -	\$ -	\$ 92,000	\$ -	\$ -
4.8 South Base Switchgear Replacement	Provide and support bid procurement, construction and closeout activities to replace the South Base Switchgear.	\$ 6,700,000	\$ 1,000,000	\$ 5,700,000	\$ 5,700,000	\$ -	\$ -	\$ -	\$ -	\$ 5,700,000	\$ -
Subtotal		\$ 339,846,282	\$ 3,428,000	\$ 11,633,282	\$ 11,633,282	\$ -	\$ 1,496,400	\$ -	\$ 2,510,632	\$ 7,626,250	\$ -
5 PLANNING / DEVELOPMENT											
5.1 Capital Program and Project Development	Activities include but not limited to: capital budget and programming process, grant development, and development of capital program management systems.	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -
5.2 Capital Program Management	Capitalized funds for programs and project controls support, including monitoring project performance, delivery	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ -
Subtotal		\$ -	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ -
GRAND TOTAL		\$ 511,505,140	\$ 23,157,509	\$ 46,750,326	\$ 55,519,700	\$ 20,000,000	\$ 1,496,400	\$ 9,101,000	\$ 3,642,205	\$ 21,280,095	\$ -

Notes:

1 Local Partnership Program (LPP) funds for Gillig replacement

2 Transfer existing funding from the original 10-bus pilot program to the express bus program. Other funding include \$5,309,478 Federal Transit Administration Section 5307 (FTA), \$568,328 State Transit Assistance State of Good Repair (SOGR), \$629,350 Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), and \$1,258,650 Low Carbon Transportation Operations (LCTOP)



BOARD OF DIRECTORS 2022

PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARINA FRASER
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

AGENDA

**STRATEGIC PLANNING, DEVELOPMENT, AND SUSTAINABILITY COMMITTEE
COMMITTEE OF THE WHOLE**

WEDNESDAY, MARCH 2, 2022 – 2:45 pm

or immediately following the Community Relations Committee meeting

1. Call to Order

MOTION

2. Approval of Minutes of Strategic Planning, Development, and Sustainability Committee Meeting of February 2, 2022
3. Adoption of SamTrans Service Policy Framework
4. Adoption of *Reimagine SamTrans* Final Plan, Approval of the Associated Title VI Analysis, and Adoption of a Negative Declaration under the California Environmental Quality Act

INFORMATIONAL

5. Update on Metropolitan Transportation Commission (MTC) Transit Network Management (TNM) Business Case and Fare Coordination and Integration
6. Adjourn

Committee Members: Carole Groom (Chair), Jeff Gee, Dave Pine

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 STRATEGIC PLANNING, DEVELOPMENT,
AND SUSTAINABILITY COMMITTEE MEETING / COMMITTEE OF THE WHOLE
FEBRUARY 2, 2022**

Committee Members Present: C. Groom (Committee Chair), J. Gee, D. Pine

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, R. Guilbault, R. Medina, J. Powell, P. Ratto, C. Stone

Other Board Members Absent: None

Staff Present: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER

Committee Chair Carole Groom called the meeting to order at 3:42 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JANUARY 5, 2022

Motion/Second: Fraser/Pine

Ayes: Fraser, Gee, Groom, Guilbault, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

3. REIMAGINE SAMTRANS: PHASE THREE OUTREACH SUMMARY, FINAL RECOMMENDED NETWORK AND DRAFT PHASING PLAN

Christy Wegener, Director of Planning, and Millie Tolleson, Manager, Strategic Planning, provided the presentation.

Committee Chair Groom congratulated staff on their outreach efforts.

Director Charles Stone said there is a minority of riders who will lose the only routes they ride; he said that should be taken into consideration after the pandemic. He said the goal should be to be the least disruptive to the current student ridership. Ms. Wegener said it has been a challenge to coordinate with the schools' bell schedules. Director Stone suggested that the District increase their communications with the school districts to better coordinate transit with school schedules. Ms. Wegener confirmed that the bell schedule deadline is April 1.

Director Josh Powell acknowledged that a lot of difficult trade-offs were made.

Director Marina Fraser noted that the Planning team worked on the weekends to conduct outreach with passengers.

Committee Member Jeff Gee said there was legislation to standardize bell schedules. Ms. Wegener concurred and said that the bill says high schools and elementary schools cannot start before 8:00 am. Committee Member Gee said that one problem is that schools do not plan their schedules far enough ahead. He asked about the approach to the equity program. Ms. Tolleson acknowledged the difficulty of defining equity and said they focused mainly on transit-dependent riders.

Carter Mau, Acting General Manager/CEO, said the agency has an obligation to help the most vulnerable populations, noting that this demographic was the most impacted during the pandemic.

Committee Member Gee stressed that the passion for reaching out to the vulnerable populations should be incorporated into the guiding principles of Reimagine.

Public Comment:

Adina Levin, Friends of Caltrain, thanked staff for their efforts. She suggested keeping a close eye on East Palo Alto service.

4. SAMTRANS DRAFT SERVICE POLICY FRAMEWORK

Ms. Wegener and Jonathan Steketee, Manager, Bus Operations, provided the presentation.

Committee Member Gee asked if the framework was a living document that can be updated, and Mr. Steketee said they planned to bring it back to the Board on an ongoing basis.

Public Comment:

Adina Levin, Friends of Caltrain, suggested that service reliability and connectivity to other transit modes should be added to the framework.

5. ADJOURN

The meeting adjourned at 4:47 pm.

An audio/video recording of this meeting is available online at www.samtrans.com. 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: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: April Chan
Chief Officer, Planning, Grants and the Transportation Authority

SUBJECT: **ADOPTION OF SAMTRANS SERVICE POLICY FRAMEWORK**

ACTION

Staff recommends the Board adopt the SamTrans Service Policy Framework.

SIGNIFICANCE

Staff developed the Service Policy Framework (SPF) as part of the *Reimagine SamTrans* project to document the trade-offs, priorities, and best practices that will guide the San Mateo County Transit District (District) in future route monitoring, performance management, service planning, service design and route modification and adjustments. The SPF will be a mechanism to operationalize the *Reimagine SamTrans* guiding principles of equity, customer focus, efficiency, and workforce considerations in ongoing service planning.

These best practices are incorporated into the final Recommended Network Plan (Plan) proposed for Board adoption as a separate item at this March 2 Board of Directors (Board) meeting. The SPF was developed into a separate policy document to address:

- Route Categorization – how the District will categorize SamTrans routes by frequency and hours of service, and prioritize service to equity priority areas in the allocation of service improvements
- Route Design – how the District will design service to maximize SamTrans's operational efficiencies, ridership, scheduling and transfers, and the experience of our workforce
- Route Scheduling – how the District will prioritize transfers and measure reliability
- Stop Spacing – how the District will site and space stops on routes
- Load Percentage – how much crowding the District will tolerate onboard buses
- School-oriented Service – how the District will design and work in partnership with school districts to provide service supporting schools.

The SPF was presented in draft form at the February 2022 Board meeting and now is being proposed for adoption. After adoption and once *Reimagine SamTrans*

implementation begins in August, staff will apply the SPF metrics and components into Board reporting and into future service planning and adjustment processes.

BUDGET IMPACT

There is no budget impact associated with this action.

BACKGROUND

The Board previously received an update on the draft SPF at its December 2020 meeting, and again during the August 2021 Board retreat. Staff presented the full draft SPF to the Board at the February 2022 meeting, which included a review of the components and examples of its use. Staff have incorporated feedback received at all previous meetings into the final document, which can be accessed at:

[https://www.samtrans.com/Assets/ Planning/TA+Progress+Status+Report/SamTrans+Service+Policy+Framework+DRAFT.pdf](https://www.samtrans.com/Assets/Planning/TA+Progress+Status+Report/SamTrans+Service+Policy+Framework+DRAFT.pdf)

Prepared by:	Christy Wegener, Director, Planning	650-508-6278
	Jonathan Steketee, Manager, Operations Planning	650-551-6166

RESOLUTION NO. 2022 –
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

* * *

ADOPTING SAMTRANS SERVICE POLICY FRAMEWORK

WHEREAS, in June 2019, the Board of Directors (Board) of the San Mateo County Transit District (District) launched the SamTrans Comprehensive Operational Analysis (known as the "Reimagine SamTrans") to adjust the fixed route network and improve ridership and mobility within San Mateo County; and

WHEREAS, Reimagine SamTrans is rooted in robust data analysis, market research, three rounds of extensive public input, and transit planning best practices; and

WHEREAS, the bus network developed through Reimagine SamTrans includes more frequent service, the reduction of unproductive or elimination of duplicative routes/route segments, and the provision of more efficient school-related services; and

WHEREAS, the Reimagine SamTrans project scope included the development of a Service Policy Framework to memorialize the principles and practices developed in Reimagine SamTrans, and to operationalize the guiding principles of equity, customer focus, efficiency and workforce for use in service planning on an ongoing basis; and

WHEREAS, the Service Policy Framework includes six components, including the guiding principles, service categories, route development guidelines, route communication guidelines, route evaluation guidelines, and the service planning process; and

WHEREAS, the Service Policy Framework is a living document, and will be updated from time to time to reflect changing priorities and best practices.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby adopts the Service Policy Framework as distributed to the Board and described above.

Regularly passed and adopted this 2nd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary



SamTrans (San Mateo County Transit District)

Draft Service Policy Framework

February 2022

Note

The Service Policy Framework provides SamTrans staff, leaders, stakeholders, and the public with a clear and transparent vision and methodology for how SamTrans designs and evaluates its mobility services. This document is the product and a memorialization of the work done as a part of the 2019-2022 Reimagine SamTrans Comprehensive Operational Analysis.

Building on cornerstone principles from the SamTrans Strategic Plan (2015 – 2019) and the SamTrans Business Plan (2018), as a part of Reimagine SamTrans staff identified four **guiding principles** specifically for the ways in which SamTrans designs, evaluates, and communicates about its bus service and supportive infrastructure investments. Those guiding principles have been included in the Service Policy Framework and will continue to guide staff in the formation and evaluation of service.

The Service Policy Framework will be a living document and likely be updated in the future given the change of pace and development as well as travel and transportation trends in San Mateo County and the San Francisco Bay Area as a whole. The COVID-19 pandemic has challenged the public transit industry and the “new normal” ridership pattern remain unknown. This unknown is reflective in the key performance indicators that have are to be determined (TBD) in this document. As ridership continues to normalize in a post-pandemic world, and as equity continues to take a large role in distribution of services, new best practices for measuring transit effectiveness may emerge and these metrics may change.

Specific performance targets for each route category will be determined once the Reimagine route network is implemented beginning in August 2022 and as ridership normalizes in a post-pandemic environment.

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1 Purpose and Introduction

The role of public transportation is to provide people with mobility to access places they want to go: employment, medical services, community resources, and places of recreation. Public transit benefits those without access to a personal vehicle who are dependent on transit as a mobility service and customers who may have personal vehicles that want to use alternative transportation. Providing effective, efficient, and high-quality mobility options comes from designing services that are attractive to people, are useful, and are sustainable to operate and reflect the values and priorities of the communities it serves. It is SamTrans' mission to supply the public with a high-quality, safe, and efficient transportation that should enhance quality of life by increasing access and mobility, reducing congestion, improving the environment, and promoting economic vitality.

PURPOSE OF THIS SERVICE POLICY FRAMEWORK

With this document:

- SamTrans staff will have a guidebook to implement and refine new and existing SamTrans bus service when responding to requests and making service design choices in the future.
- The SamTrans Board of Directors (BOD), advisory, and stakeholders' groups will have weighed in and approved the framework.
- Stakeholders and the public will have access to the framework to better understand how SamTrans makes service planning, and design decisions – balancing requests, resources, and needs.

SamTrans will also use this document in coordination with the BOD-approved Title VI Program to help monitor and ensure that programs and actions are not purposefully or accidentally discriminatory towards minority or low-income populations. Equity considerations will be interlaced with everything that SamTrans does.

COMPONENTS OF THIS FRAMEWORK

Chapter 2 provides an overview of the *guiding principles* staff developed as the baseline for the Reimagined Network and will be used for service planning and evaluation.

Chapter 3 establishes a new *family of services* based on route purpose and characteristics and discusses the role *equity* in service planning at SamTrans.

Chapter 4 details principles of effective *route design* employed by SamTrans.

Chapter 5 memorializes *customer communications guidelines* for service planning and changes.

Chapter 6 establishes *metrics to evaluate* SamTrans' fixed-route service.

Chapter 7 provides an overview of the *service planning process*.

2 Guiding Principles

1. Employ customer-focused decision-making. Prioritize improvements to the SamTrans rider experience. Enhance the experience of planning and making bus trips on SamTrans.

- Enhance customer safety, security, and comfort on the bus and when waiting for the bus.
- Design and operate routes that are simple and easy to understand.
- Conduct transparent and empowering community engagement.
- Adopt and promote available tools and new technologies that improve the customer experience.

2. Be an effective mobility provider. Service that is fast, frequent, reliable, and takes people where they want to go is important for growing new and more frequent riders.

- Build ridership through operating effective public transportation services.
- Provide fast or time-competitive bus transportation.
- Provide reliable bus transportation.
- Integrate SamTrans into the larger county and regional transportation network.
- Explore new and alternative transportation delivery models.
- Utilize public funds and resources responsibly and efficiently.

3. Provide transportation that supports the principles of social equity. Improve transportation for communities in San Mateo County with the most significant transportation and access disparities, designated as *SamTrans Equity Priority Areas*. SamTrans service design and evaluation will be in alignment with SamTrans' Title VI Program.

- Direct resources to provide high-quality service in communities with the greatest transportation disparities and mobility needs.
- Prioritize service, infrastructure, and pilot projects in *SamTrans Equity Priority Areas* (described in Chapter 3).
- Support access to jobs and workforce development opportunities from *Equity Priority Areas*.
- Seek to accommodate the transportation needs of workers with non-traditional work hours.
- Minimize missed trips (Do Not Operate/DNOs) on routes serving *Equity Priority Areas*.

4. Design service that can be reasonably delivered by our workforce. SamTrans' ability to provide reliable, high-quality bus transportation services is tied to the availability of its bus transportation workforce.

- Support the recruitment and retention of our workforce through route design and scheduling practices that consider the driving experience, realistic road conditions, and availability of restrooms and other facilities on route.
- Provide a feedback loop with the workforce, letting them know the ways in which their feedback is utilized.

DRAFT

3 Guidelines for Allocating Service

Service allocation guidelines help assess the appropriate level of service for a sustainable system that meets the needs of customers. The guidelines in this chapter provide a structure to help SamTrans make planning decisions and communicate with the public about investments. Chapter 6 Service Evaluation will turn these concepts into metrics that can be monitored and help target appropriate changes to the transit system.

DEFINING SERVICE CHARACTERISTICS

Figure 1 Key Service Characteristics

Guideline	Description
Frequency	The number of trips operated in an hour by route and direction
Span of Service	The hours in the day that service operates
Days of Service	The days of the week a route operates
Stop Spacing	The distance between stops

Frequency

Frequency refers to how often a bus comes. A route that operates every 15-minutes provides a much higher level of service than a route that provides service once an hour. Routes with more demand should operate more frequently. Routes that exist to provide a basic level of coverage and connection to the network operate less frequently.

Minimum Frequency: For service that operates on regular headways, service should not be less frequent than every 60 minutes.

If a route cannot support 60-minute service, alternative service delivery methods, such as on-demand service or partnerships with local jurisdictions for shuttle service, should be considered.

Span of Service

Span of service is the duration of time (hours) that vehicles are available for passenger service on a route. The service span is measured from the beginning time of the first trip on the route to the end time of the last trip on that route. A span of service that extends earlier or later enables riders to have more access, and clearly defined service spans can help simplify the system for riders. The earliest and latest trips of routes that operate throughout the day often have fewer riders than trips during the peak or midday. If this is not true,

there is likely demand for earlier and/or later service. To simplify analyzing span of service, SamTrans has identified the following periods and what route categories should be operating in each period. Although the periods in Figure 2 extend from 4:00am to 3:59am the next day, service does not need to extend all the way to start of the first period it starts service or the last period it operates in (e.g. a route in a service category that should operate in the early morning does not need to start at 4:00am).

Figure 2 Periods of Service

Early Morning	Morning	Midday	Afternoon	Evening	Late Evening	Owl
4:00am	6:00am	9:00am	3:00pm	6:00pm	9:00pm	12:00am
↓	↓	↓	↓	↓	↓	↓
5:59am	8:59am	2:59am	5:59pm	8:59pm	8:59pm	3:59am

Weekday Span of Service: The service span for Frequent, Local, and Community service categories should operate in the Morning, Midday, and Afternoon. Weekend service can vary slightly since ridership is lower but providing service span as close to weekday as possible makes the service useful and understandable for riders. Alternatively, School-oriented, Express, Owl, and Special routes are targeted services that may have unique spans of service based on who and what destinations they serve.

Days of Service

Days of service tells customers which days of the week a service operates. Service that is not based around commuter or school-oriented service should operate seven days per week. This not only improves access across the county, but also makes the system more legible and improves the chances of people adopting transit as their mode of choice for a variety of trip purposes. Services that have specific purposes, serving school or commuter job access, may not be needed on weekends because schools and office buildings are most likely closed.

Days of Service Goals: Provide seven-day-a-week service on all or as many Local, Community, and Frequent routes as possible.

Stop Spacing

The distance between stops is a key element in balancing transit access and service efficiency. Closely spaced stops provide customers with more convenient access, as they are likely to experience a shorter walk to the nearest bus stop. However, transit stops are also the major reason that transit service is slower than automobile trips, since each additional stop with activity requires the bus to decelerate, come to a complete stop, load and unload riders, and then accelerate and merge into traffic. Since most riders want service that balances convenience and speed, the number and location of stops is a key component of determining that balance.

Stop Spacing Goals: Provide stop spacing between stops that are consistent with each service category.

SAMTRANS SERVICE CATEGORIES

SamTrans will use the following service categories to communicate, design, and evaluate routes and other mobility services it provides. The main components of each category are frequency, span of service, days of service, and stop spacing.

Figure 3 SamTrans Service Categories

Category	Frequency*	Span of Service**	Days of Service	Stop Spacing
Frequent	15 all-day	Early morning, morning, midday, afternoon, evening, late evening	All days	Up to ½ mile
Local	30 or better	Morning, midday, afternoon, evening	All days	¼ - ½ mile
Community	60	Morning, midday, afternoon	All days	¼ - ½ mile
Express & Limited	Limited trips	Morning, afternoon	Weekdays	½ mile or more on streets between high-speed corridors
School-Oriented	Limited trips	Morning, afternoon	Weekdays (when school in session)	¼ - ½ mile
Owl	Varied	Owl	Varied	¼ - ½ mile

* Frequency: maximum on weekdays (in minutes)

** Span of Service: minimum on weekdays

Frequent Routes

Frequent transit service connects people to places that can support higher levels of service – often areas of higher population or employment density with demand seven days a week from early morning to late in the evening. Routes in this category may warrant infrastructure improvements that prioritize transit, such as transit signal priority and bus lanes and may have specifically branded amenities and vehicles. Ideally, 15-minute service should be provided seven days a week on Frequent routes for much of the span of service, especially morning peak, midday and evening peak periods.

Local Routes

Local service connects neighborhoods, downtowns, and major destinations. They also are likely to provide important connections to transit routes within the service area. Local transit service should operate throughout the day, every day of the week when possible.

Community Routes

Community routes provide service to less densely populated areas and are considered a lifeline to the greater transit network and the community. Community routes may be more circuitous due to street network design and land uses. Community service should operate at least hourly on weekdays. The span of service can be less than Local or Frequent service based on demand, though later and/or earlier service hours may be a higher priority to a less densely populated community than high frequency.

Express/Limited-stop Routes

Express/Limited-stop routes provide limited-stop service to or from major destinations and are typically longer in length. Express routes often travel on higher-speed corridors making few or no intermediate stops, cover more distance, and may operate only during peak times on weekdays. These routes may also overlay existing service where demand is high enough between specific origin-destination pairs to provide an enhanced service and faster travel time.

School-oriented Routes

School-oriented routes operate very few trips a day (typically two) and are scheduled to align with school schedules and school bell times. The primary users of SamTrans' school-oriented service are students traveling to and from school, although these school-oriented routes are open to the public. School-oriented routes are meant to address a community mobility need, not to replace yellow school bus service where it does exist.

Owl Routes

Owl services operate overnight, after regular transit service has ended. Owl routes provide coverage to key employment locations with non-traditional business hours, areas with limited mobility options, and neighboring transit agencies.

Special Routes

Special routes serve a unique purpose that do not fit into other categories but should still be monitored for their performance to ensure that they are effectively serving the purpose of the service. Examples may include on-demand pilot programs, prolonged bus bridges for rail construction, and service to special events such as fairs or sporting events.

EQUITY PRIORITY AREAS

SamTrans follows a federally approved Title VI Program to explicitly track measures that are meant to help analyze the quality and performance of transportation available. SamTrans has also identified equity as one of the four guiding principles within this Service Policy Framework.

To further identify areas with significant transportation and access disparities in San Mateo County, SamTrans utilized a Neighborhood Equity Index¹ that geographically identifies neighborhoods with concentrations of households that meet the following three criteria:

- **Low-income households:** Households earning less than \$75,000 annually²
- **Racial and ethnic minorities:** Populations that identify as a race or ethnicity other than white
- **Zero-car households:** Households with no access to a personal vehicle

The Equity Index produces a composite score of the above factors. The composite scores for each block group are mapped, allowing staff to spatially identify the areas of highest need, called *Equity Priority Areas*. These are neighborhoods where residents are less likely to have access to a car and are more likely to work low-wage jobs or identify as people of color. Mapping these areas helps staff understand and prioritize service in areas of highest transportation need.

The original analysis reflected in this framework was conducted using data from 2018. SamTrans Equity Priority Areas (shown in Figure 4) are located throughout San Mateo County and, as of 2021, include portions of the following communities:

- Belmont (south of Ralston Ave and west of Alameda de las Pulgas)
- Brisbane
- Daly City (Serramonte, Crocker, Westlake, and Hillside neighborhoods)
- East Palo Alto
- Millbrae
- Redwood City (Downtown, Fair Oaks, Palm Park neighborhoods and western border of Redwood Shores)
- San Bruno
- San Mateo (Downtown, Shoreview, and Central)
- South San Francisco

Figure 4 through Figure 7 provide a closer look at the Equity Priority Areas by sub-region of the county. These maps, and the identification of Equity Priority Areas, will support SamTrans planning staff in conducting route planning in the future in the spirit of our guiding principles. Data used in the Neighborhood Equity Index should be updated at least every three years, allowing SamTrans to understand how equity priority areas may have shifted. Criteria for defining Equity Priority Areas may be adjusted as best practices and our understanding of factors related to equity evolves in the future.

¹ The metrics are weighted using countywide averages at the Census block group level. A municipality is classified as having lower-income, non-white, or zero-vehicle zones if the entire municipality falls into the fifth quintile of a category. There are some areas where only specific neighborhoods or block groups meet the criteria.

² Threshold selected in attempt to match "Very Low" income thresholds for family of three to qualify for affordable housing in San Mateo County, while using federally-available income thresholds used in the US Census and available in that data set.
<https://housing.smcgov.org/sites/housing.smcgov.org/files/2020%20Income%20Limits%20revised%2004282020.pdf>

How This Analysis is Used

The outputs of the equity analysis described above are used as one of many tools in planning and evaluating the performance of SamTrans service. These tools can be used to guide near-term and long-term decision-making to ensure SamTrans is meeting its goals around prioritizing service in equity priority areas.

Equity Priority Areas

Equity Priority Areas are spatially identified areas of highest need, determined using US Census block-group level data and mapping. Understanding these areas can be used in:

- Future visioning and investment exercises
- Route design and stop siting decisions
- Service enhancement or elimination decisions
- Identifying priority outreach locations
- Identifying priority infrastructure and demonstration project locations

Equity Priority: Route Rankings

The SamTrans routes have been sorted based on the percentage of route alignment and/or stops within equity priority areas to understand which routes predominantly serve areas of highest need. This sorting exercise does not supersede Title VI minority and low-income route designations, but can be used in:

- Service enhancement or elimination decisions
- Performance evaluation
- Transfer hub identification
- Identifying priority outreach routes

Figure 4 SamTrans Equity Priority Areas (Systemwide)

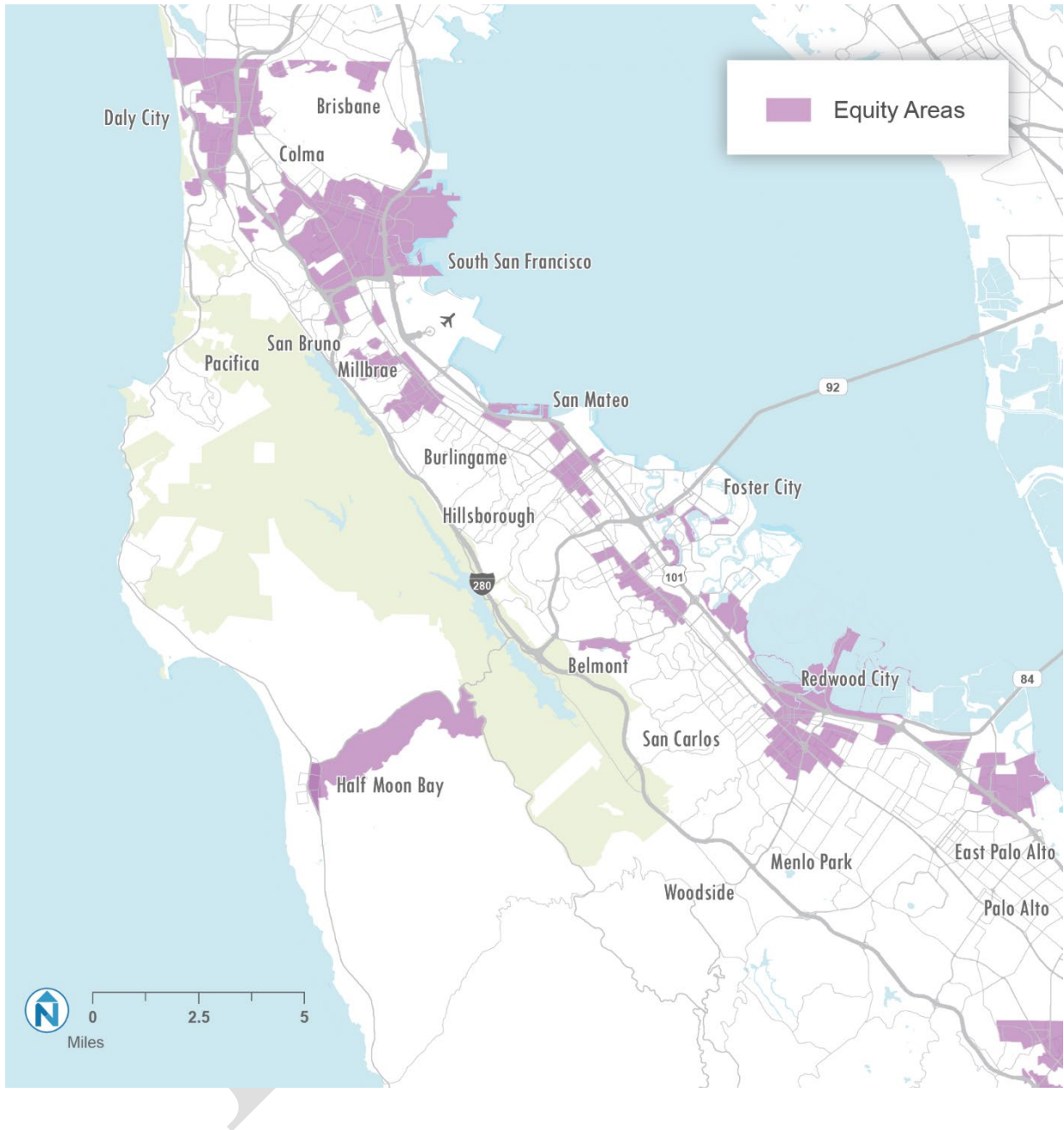


Figure 5 SamTrans Equity Priority Areas (North County)

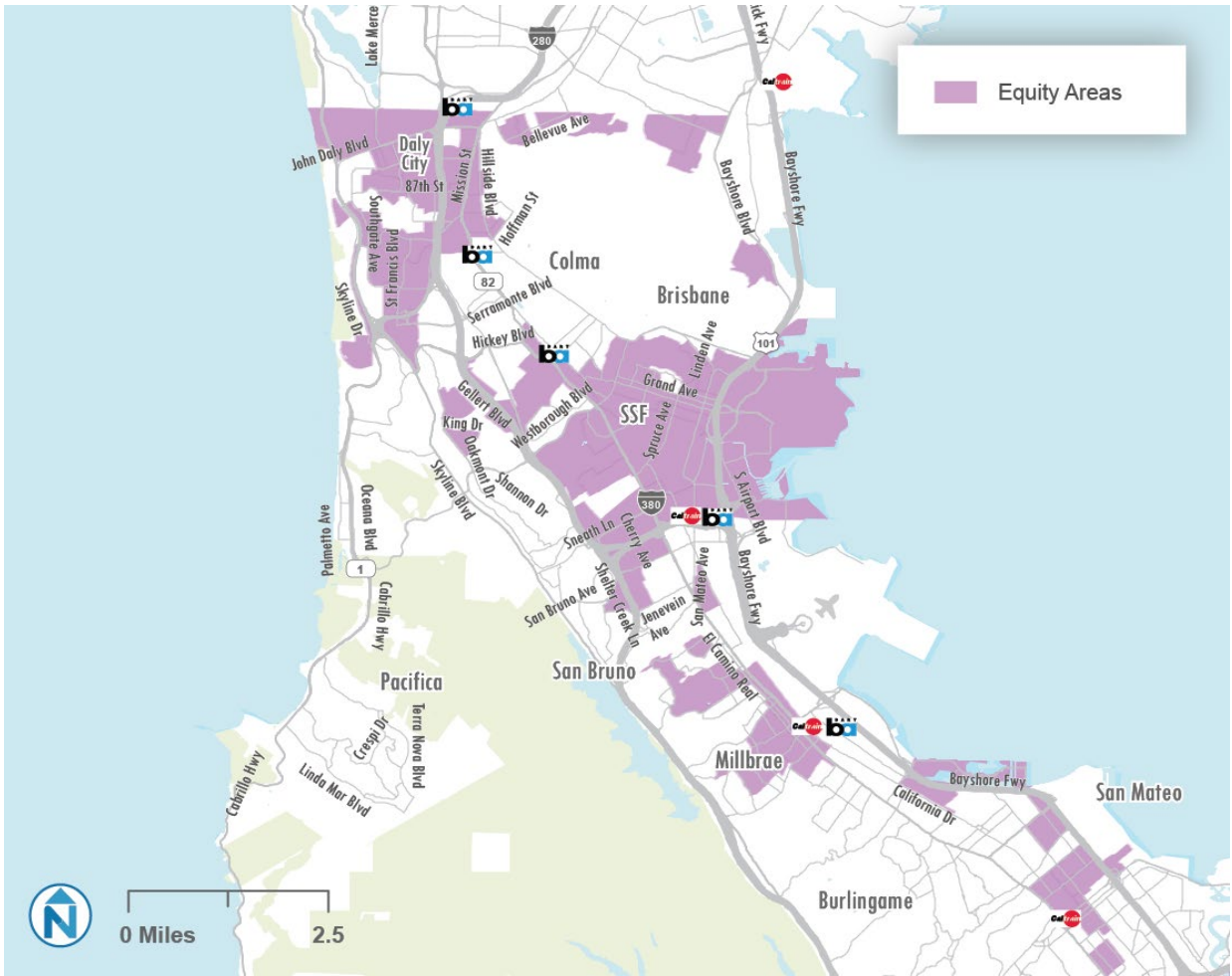


Figure 6 SamTrans Equity Priority Areas (Mid-County)



Figure 7 SamTrans Equity Priority Areas (South County)



DRY

4 Route Development Guidelines

Understanding where people want to travel and what levels of service can be supported is key to mobility and successful transit operations. At the route level, there are tradeoffs that must be made that balance service availability to as many people as possible with creating an attractive mode choice.

This chapter presents multiple key guidelines for SamTrans to strive for when considering new routes or changes to existing routes and is also reflective of the public and rider input on service trade-offs and preferences.

ROUTE DESIGN

Route design focuses on the alignment of the route including the directness, deviations from the main arterials, and how it relates to the overall system of services. Direct routes typically operate at higher speeds than routes that make deviations, but usually have a longer distance between stops.

Route Directness

Routes should be designed to operate as directly as possible to increase average speed for the route and minimize travel time for passengers while maintaining access to service. Fast and direct routes tend to be useful to more people than circuitous routes.

The different services that SamTrans operates will have different ideal levels of directness. Frequent, Local, and Express routes should be as direct as possible to efficiently serve the customers using those services. Community, School-Oriented, and Owl Routes may require slower and less direct paths to adequately serve their respective market because they are coverage-based services.

Although not a perfect indicator of route directness, the one-way trip length (in miles) can be divided by the direct driving distance (in miles) between the route terminals. Frequent and Express Routes should be as close to one as possible. Community and School Routes should be designed to be as close to one as possible, but due to the purpose and areas served it may be difficult to achieve that.

Route Deviations

Routes should not deviate from the most direct alignment unless there is a compelling reason, such as the presence of a major shopping center, employment site, school, etc. In these cases, the benefits of operating the route off the main roadway must be weighed against the inconvenience caused to passengers already on board. Additional considerations include the impact on overall route productivity, the increased time added as a result of the deviation, and the schedule coordination with connecting services. If a deviation is made, service should be provided to that location as consistently as possible.

When ridership and load on the vehicle is available through actual data or modeled, SamTrans staff should compare the time lost to the customers not using the deviation to the ridership that use the deviation. This will help ensure that service to the location is justified compared the impacts it may have on existing customers.

Route Duplication

Routes are best designed so that they do not compete for the same customers. In most environments, people are willing to walk $\frac{1}{4}$ mile to access local transit service. Ideally, routes would therefore be at least $\frac{1}{2}$ mile apart from each other. An exception is routes that converge near an activity center or transfer point. When

possible, schedules for routes that operate on the same corridor should be offset to maximize frequency of service.

When designing new routes, a ¼ mile buffer should be used to see how much overlap there is between the new service and the existing system, with consideration given to the local conditions, pedestrian environment, and topography. With any duplication, it is ideal to reduce the overlap while still serving the intended purpose of the route.

ROUTE SCHEDULING

Efficient route scheduling is essential for a usable service. Route scheduling includes the duration, timepoints along the route, trip start times, and transfers between services.

Route Duration

Routes should be the appropriate duration to maximize ridership potential and minimize operational issues. Excessively long routes with one-way trip times greater than 60 minutes in the off-peak hours should be avoided to minimize potential schedule adherence issues. In some cases, this is unavoidable to continue to serve existing SamTrans customers and their travel needs, but SamTrans staff should strive to identify solutions that reduce the duration of the one-way trips while still serving the needs of the community.

Route Timepoints

Route timepoints (points along the route that have established times when transit vehicles should arrive and depart) are essential for communicating to customers approximations for when service will arrive and for schedulers to ensure that the service is running efficiently and on-time. Timepoints should be located at major transfer hubs, destinations, and cross streets and should be approximately 10-minutes apart.

Trip Start Times

Trips for routes by direction should have consistent start times within the hour throughout the day, especially with routes that have lower frequency (30- and 60-minutes). If a trip operates every hour and the first trip starts at 6:10am the subsequent trips should start at :10 for the entirety of the span of service. If a trip operates every half hour and the first trip starts at 6:10am the subsequent trips should start :40 and :10 for the entirety of the span of service.

Timed Transfers and Connections

SamTrans routes should be designed to work together to create a system that allows customers to easily travel throughout the County and not just to destinations along the route. Ideally, customers would be able to easily transfer from one route to another throughout the day, but due to multiple transfer points along routes and efficiency in utilizing resources it may not be possible. SamTrans should use the following framework when developing connections between routes, but it may not always be possible.

SamTrans Connections

The time spent waiting for a connecting bus is important to customers and should be minimized wherever possible.

Connections between Frequent and Local/Community routes should have timed transfers, preferably at major transfer hubs such as transit centers, train stations, and park and rides and should be based on customer travel patterns throughout the day.

Timed connections between low frequency services (Local/Community) should be established when appropriate at major transfer hubs and other key locations to allow safe and convenient transfers. Untimed transfers are expected for trips on, or between, more frequent services (Frequent).

All SamTrans route should (connections along the route and operational capacity allowing) do the following at major transfer hubs:

- Run every 15 minutes or better, for relatively easy connections (Frequent)
- Arrive and depart at a hub at similar times twice an hour, if it runs every 30 minutes or better (Local)
- Arrive and depart at a hub at similar times once an hour, if it runs every 60 minutes (Community)
- Arrival and departure times would ideally be coordinated to allow reasonable transfers between routes. Additional timed transfers would also be available at other smaller transfer locations.

Major **transfer hubs** include regionally identified centers and areas where high transfer activity has been identified which include the following:

- Serramonte Mall
- Hillsdale Shopping Center
- Linda Mar Park & Ride
- Daly City, Colma, Millbrae, South San Francisco, and San Bruno BART Stations
- San Carlos, Redwood City (Sequoia), and the Palo Alto Caltrain Stations

Regional Rail Connections

SamTrans will strive to connect lower frequency service as much as possible with regional rail connections. The connections will be based on travel patterns and factor in the feasibility of connecting with rail connections along with other established connections along the route.

Coordination with Other Transit Partners

SamTrans will continue to coordinate with other transit partners such as MUNI and VTA to ensure reasonable transit connections, when possible, at the Daly City BART station and at the Palo Alto Caltrain station.

BUS STOP SITING AND BALANCING

Many factors contribute to the speed at which a bus makes a trip along its route, including both internal and external factors. External factors include typical and acute traffic congestion events, street geometry and turning movements, and traffic signal timing. Internal factors include stop spacing and stop placement decisions.

Stop Spacing

The distance between stops is a key element in balancing transit access and service efficiency. Closely spaced stops provide customers with more convenient access, as they are likely to experience a shorter walk to the nearest bus stop. However, transit stops are also the major reason that transit service is slower than automobile trips, since each additional stop with activity requires the bus to decelerate, come to a complete stop, load and unload riders, and then accelerate and merge into traffic. Since most riders want service that balances convenience and speed, the number and location of stops is a key component of determining that balance.

The average stop spacing on a Local or Community Route should be approximately ¼ mile to achieve an appropriate balance between speed and access. However, stop spacing on Express routes or overlay service can be longer to increase speeds. Stop spacing will vary along the length of a route, with shorter spacing in denser areas and longer spacing with less dense development. When selecting locations, stops should be located close to locations with significant numbers of potential riders such as housing and employment locations, as well as major destinations for transit riders such as shopping centers, and consider topography which impacts access to the stops.

Figure 8 Stop Spacing by Route Category

Category	Bus Stop Spacing (typical distance in miles)	Bus Stop Spacing (typical walk in minutes)
Frequent	Up to ½ mile	Up to 10 minutes
Local	¼ - ½ mile	5-10 minutes
Community	¼ - ½ mile	5-10 minutes
Express/Limited	½ mile or more on streets between high-speed corridors	10 minutes or more
School-Oriented	¼ - ½ mile	5-10 minutes
Owl / Lifeline	¼ - ½ mile	5-10 minutes
Special	Varies	Varies

Stop Placement

Bus stop placement involves a balance of customer safety, accessibility, and operations. All stops should be fully accessible per the American with Disabilities Act of 1990 (ADA). Bus stops should be compatible with adjacent land use and the natural environment. Specific ridership generators may determine the placement of a bus stop. Infrastructure consideration for bus stop placement includes lighting, topography, and roadside constraints such as driveways, trees, poles, fire hydrants, etc.

Near-side and far-side stops allow passengers to board and alight closer to intersection crosswalks and are generally preferred over mid-block stops. The following situations are common determinants of bus stop placement:

- The preferred location for bus stop placement is far-side of the intersection in most cases, especially in cases including:
 - The route turns left or right at an intersection
 - There is a high volume of vehicles turning right at an intersection
 - An intersection is complex, with multi-phased traffic signals or dual right- or left-turn lanes
 - A route utilizes transit signal priority (TSP) to receive priority crossings through a traffic signal
- When the route alignment requires the bus to make a left turn and it is not feasible or desirable to locate the bus stop on the far-side of the intersection after the bus turns, a mid-block stop may be warranted.
- Mid-block bus stops prior to left turns should be located a safe distance from the intersection and allows the bus to easily maneuver into the proper lane to turn left.

- When connections between two bus routes show a strong directional pairing (e.g., passengers connecting from eastbound to southbound route), placing one bus stop on the nearside and the other on the far-side can reduce pedestrian crossings at the intersection.

SamTrans Planning staff will coordinate and collaborate with Transit Operations on all bus stop locations.

ROUTE CROWDING

Passenger max load is a measure of crowding on the bus. It is used to determine when additional trips may be warranted on a bus route to meet demand and identify if there are any routes that may need trippers at specific times to alleviate overcrowding. Max load is determined by the number of passengers in a bus between stops divided by the seated capacity. Max load is expressed as a percentage where 100 percent represents all seats being used (100 percent seated capacity) and 150 percent represents a bus that can comfortably hold 150 percent of its seated capacity with standees. For example, with a max load of 150 percent, a bus with 40 seats could comfortably hold 60 passengers (40 passengers seated and 20 standees). The desired max load by route category are shown in Figure 9.

Figure 9 Load Factor by Route Category

Category	Maximum Load
Frequent	150%
Local	150%
Community	150%
Express/ Limited	100%
School-Oriented	150%
Owl	100%
Special	N/A

Regardless of route category, route segments that operate on highways and freeways for a long length of time aim to have no standees for safety reasons. Routes that have a high turnover of passengers or carry passengers for short distances can tolerate more standees.

ROUTE TERMINALS

When possible, routes should end at major anchor points or destinations to foster ridership. Route terminals should have restrooms available for operators during all hours of bus service.

Layover space should be available at route terminals. From an operating perspective, minimizing the time spent getting to or from layover areas will reduce operating costs, and potentially give operators more layover and/or recovery time. Layover space in residential neighborhoods should be avoided and at least one end of route terminals should have dedicated facilities.

FREEWAY ROUTE PLANNING

Routes designated as Express routes should maximize travel time and distance traveled via a freeway by minimizing intermediate stops. It can take on average about 1,800 feet (or approximately one-third of a mile) to make one lane change in a bus. The necessity to transition to and from the far-left lane on a freeway should be considered when determining the appropriate proximity of intermediate stops.

SCHOOL-ORIENTED ROUTE DESIGN AND SCHEDULING

School-oriented service is an important element of the SamTrans bus system. School-related service is open to all passengers but is timed to meet school start and end times (bell times) at the school(s) the route serves.

This service is very important to the community but is also resource-intensive during the most constrained times of day, the peak commute times, and requires a large proportion of travel time to and from the route start and end (deadhead) for only one revenue trip. As a result, school-oriented routes should have a higher passenger productivity than other categories of routes. SamTrans strives to provide a package of school-oriented service that is efficient while maintaining service for youth and parents who depend on or prefer to use public transit to get to school. School-oriented routes that serve *Equity Priority Areas* are the priority school services to be provided.

SamTrans works in partnership with school officials to design school-oriented routes on an annual basis. To maintain efficient operations of school-oriented service, the following processes and guidelines are utilized:

- School-oriented route schedules are based on bell times provided by the schools and SamTrans relies on that information in order to schedule the service. Schools must notify SamTrans of anticipated bell time changes in the spring; if a school does not notify SamTrans of a change to the bell times the school runs the risk of their service not being accurately timed with their bell schedule.
- Changes to schedules of school-oriented routes are typically made only three times a year. Changes are made during regular scheduled service changes for the SamTrans service. If changes to bell times occur and SamTrans is not notified in a timely manner, there are limited opportunities to make adjustments to the schedule until the next service change.
- School-oriented service is designed to connect with the school schedules during the week. School-oriented routes may have trips with variable start and end time on different days of the week, but service accommodations are not made for inconsistent or irregular school schedules. For example, if a school has a minimum day that is not scheduled consistently every week, the route start time will not be altered to accommodate the one-off schedule, but if the school has a late start every Thursday, then a route would be able to have a trip with a later start time on Thursdays.
- School-oriented routes are typically established to serve schools with 6th grade passengers and up; however, there are rare cases where school-oriented routes will service lower elementary grades.
- School enrollment and school-oriented route usage is more dynamic than local routes. Because of that dynamic nature, school-oriented routes should be reviewed a minimum of once a year to ensure resources are utilized efficiently.
- School-oriented routes should be prioritized where local routes are not able to meet the mobility needs for the school. New or expanded school-oriented service should be prioritized in *equity priority areas* if resources allow.

5 Route Communication Guidelines

The following guidelines support SamTrans in providing clear and effective communications to customers and the public about the family of services we provide and how to make use of our mobility services.

CLEAR AND SIMPLE INFORMATION

SamTrans should adopt simple and clear route naming conventions, timetables, and other customer communications. On maps and timetables, SamTrans should embrace the use of universally understood symbols and icons to maximize legibility by all language speakers. Timepoints in published materials should be labeled consistently and align with on-board text/announcements. When possible, timepoints should reflect the place name if more common and well-known than the cross streets (i.e., BART station or school).

TRANSPARENT AND EMPOWERING COMMUNITY ENGAGEMENT

All service change proposals or decisions should be communicated in language that is easy for riders and community members to understand. SamTrans should conduct empowering community engagement by holding events in our communities in locations our riders and stakeholders already visit or attend events. Major service changes should be communicated proactively across all platforms and consistent with the SamTrans Title VI Program.

TECHNOLOGY AND TOOLS

SamTrans should maintain and expand the availability of real-time bus arrival information, available across a variety of platforms, including 511, the SamTrans mobile app, other third-party transit apps, and real-time arrival screens at key bus stops and transit hubs in the County.

SamTrans should prioritize the expansion of bus stop-based arrival information screens at high ridership or high transfer stop locations and in SamTrans equity priority areas.

REGIONAL INTEGRATION

SamTrans should continue to participate in regional efforts to standardize customer facing information. This includes the regional mapping and wayfinding project, as well as efforts to improve and standardize data/GTFS feeds. Duplication of route numbers with adjacent transit agencies should be avoided when possible to minimize passenger confusion.

6 Service Evaluation

Tracking the performance of routes helps agencies target where transit services are meeting customer needs and where there are opportunities for improvement. Exceeding or failing to meet targets does not necessarily require an agency to act. It is meant as a tool to help guide assessment and adjustment of bus operating resources investment when needed. Over time, being able to understand trends can help SamTrans be more proactive with service changes and more efficiently use resources.

There are many metrics used in the transit industry. The key is to find metrics that tie the goals established by the agency into actionable measure for service improvement. The metrics identified below tie to the four established guiding principles of: delivering a customer-focused experience, being an effective mobility provider, providing transportation supporting social equity, and designing service that can be reasonably delivered by our workforce.

- **Boardings per revenue hour** is a standard productivity measure that normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated by the service.
- **Boardings per revenue mile** is a standard productivity measure that normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated by the service.
- **Boardings per trip** is a standard productivity measure that normalizes the ridership to the amount of service being provided by calculating the number of customers that board the service per the trips operated by the service.
- **Load-Percentage** is standard that measures the seated capacity utilization of a vehicle between stops.
- **On-time performance** measures how often the service departs timepoints on-time (within a certain threshold of the publicly posted time).
- **Missed Trips** is a measure that identifies the number of missed trips and includes service that was not operated or not completed.
- **Complaints per boarding** is a standard that identifies the customer perception of the service and is ratio of the complaints per number of boardings.
- **Cost per passenger** is a standard that measures the financial effectiveness of the service and is the total operating cost to provide the service per the number of boardings on the service.
- **Subsidy per passenger** is a standard that measures the financial effectiveness of the service and is the total operating cost to provide the service minus the fare revenue per the number of boardings on the service.

A detailed look at how the metrics listed above relate to the four guiding principles can be seen in Figure 10.

Figure 10 Summary of Key Performance Indicators (KPIs) Aligned with Guiding Principles

Performance Indicators	Customer	Effectiveness	Equity	Workforce
Boardings per revenue hour		x		
Boardings per revenue mile		x		
Boardings per trip		x		
Max Load	x	x	x	x
On-time performance	x	x	x	x
Missed trips	x	x	x	x
Complaints per boarding	x		x	x
Cost per passenger		x		
Subsidy per passenger		x		

PERFORMANCE TARGETS

Performance of the SamTrans bus network is measured in the following two ways:

1. **Minimum targets.** For key performance indicators, targets establish a base level of productivity that should be expected for service to be successful and sustainable.
2. **Comparisons.** Comparing similar routes against each other allows staff to identify routes that may need further analysis for improvement or modification. It allows staff to normalize performance by determining average performance within route categories, and then targeting the lowest performers for service improvements/adjustments.

Targets do not have to be static, but they should be based on industry standards for operating service that fits the demand and the identified guiding principles.

Minimum Targets

Minimum targets set a baseline for which all routes should operate. Routes that regularly fall below minimum targets should be candidates for targeted changes that could include reduction in frequency, changes to service span, increased marketing, changes to the route alignment, improvement plans for operations staff, or even an alternative service delivery model.

It is important to note that a route with performance under the minimum does not immediately trigger agency action. The metrics are not meant to be prescriptive but offer a frame with which to better understand where improvements can be made. If a route has a history of falling below multiple metrics (at least two straight service changes), SamTrans staff should identify an action plan to improve the services productivity.

Figure 11 Key Route-Level Performance Indicator Targets

Metric	Frequent Transit	Local	Community	Express & Limited	School-Oriented	Owl
Minimum boardings per revenue hour	TBD	TBD	TBD	N/A	N/A	TBD
Minimum boardings per revenue mile	TBD	TBD	TBD	N/A	N/A	TBD
Minimum boardings per trip	TBD	TBD	TBD	TBD	TBD	TBD
On-time performance	85%	85%	85%	90%	90%	85%
Max Load	150%	150%	150%	100%	150%	100%
Missed trips	99.98%	99.98%	99.98%	99.98%	99.98%	99.98%
Complaints per 10,000 boarding	1	1	1	1	1	1
Cost per passenger	TBD	TBD	TBD	TBD	TBD	TBD
Subsidy per passenger	TBD	TBD	TBD	TBD	TBD	TBD

Route Comparisons

Although planning staff will identify solutions for all routes that do not meet minimum productivity measures, staff will also consistently analyze the bottom ten percent based on rankings derived from a composite score of the routes to identify any potential improvements. This ensures that the system will always be moving towards more effectively and efficiently serving the current and future customers. Because School and Express/Limited routes have such a specific purpose they will be evaluated separately from Frequent, Local, Community, and Owl service. The calculation of the composite scores is shown in Figure 12.

Figure 12 Route Composite Score Development

Category	Metrics				Composite Score
Frequent, Local, Community, Owl	$\frac{\text{Route Boardings}}{\text{Median Boardings}}$ <i>Per Hour</i>	$\frac{\text{Route Boardings}}{\text{Median Boardings}}$ <i>Per Mile</i>	$\frac{\text{Median Cost}}{\text{Route Cost}}$ <i>Per Passenger</i>	$\frac{\text{Median Subsidy}}{\text{Route Subsidy}}$ <i>Per Passenger</i>	Sum of all metrics added together
Express, Limited, School	$\frac{\text{Route Boardings}}{\text{Median Boardings}}$ <i>Per Trip</i>		$\frac{\text{Median Cost}}{\text{Route Cost}}$ <i>Per Passenger</i>	$\frac{\text{Median Subsidy}}{\text{Route Subsidy}}$ <i>Per Passenger</i>	Sum of all metrics added together

New Service

New service implemented past any recommended services for Reimagine should be allowed to mature for at least 12 months before it is held to the same service standards as other routes in its category. SamTrans should do appropriate marketing and outreach to help any new service succeed.

Network Level Metrics

In addition to metrics by route, it is important to provide network level metrics that can quickly provide a snapshot of the overall systems performance. SamTrans has identified several metrics that are important to understanding and assessing systemwide performance which are shown in Figure 13, along with targets for them.

The following definitions are for the new metrics introduced that are specific to the network level metrics and have not been defined in the route metrics:

Farebox Recovery is the percent of fare revenue divided by the total operating cost.

Mean distance between failures is the total miles divided by the number of mechanical failures.

Mean distance between accidents is the total miles divided by the number of accidents.

Operator absences is the total number of operators that were scheduled to work that were not available.

Equity Neighborhoods served by all day service is the percent of equity neighborhoods in the SamTrans service area that are within ¼ mile of all day service.

Figure 13 Key Network Level Performance Indicators

Metric	Target
Passengers per hour	TBD
Passengers per mile	TBD
Cost per passenger	TBD
Subsidy per passenger	TBD
Farebox recovery	TBD
On-time Performance	85%
Complaints per boarding	<1 per 10,000
Missed trips (service availability)	<1%
Mean distance between failure	>25,000 miles
Mean distance between accidents	>100,000 miles
Operator absences	
Equity Neighborhoods served by all day service (lifeline, local, and or frequent)	85% within ¼ mile

7 Service Planning Process

BALANCING SERVICE PRIORITIES

Transit agencies weigh tradeoffs about where service is located and how frequently service should be available. The distribution of transit service considers many factors, including:

- Community goals and needs
- Service and design best practices
- Budget and resource constraints
- Equity needs across the service area
- Land uses and the built and natural environments

SamTrans' priorities for the distribution of service will not be static because what exists today may be different tomorrow. The size, demographics, and travel patterns of communities in San Mateo County change over time, along with the funds and resources available to provide transit service. The ability to dynamically adjust service based off the potential changes listed above will allow SamTrans to provide mobility services as effectively as possible to customers traveling within and through San Mateo County.

Service distribution must balance operating constraints (number of operators and vehicles available), maximizing ridership, and providing coverage to residents. The desire to serve all must be balanced with the fiscal responsibility of having passengers use the service and the objectives of providing high-quality service in equity priority areas. Applying service standards that consider social equity, effectiveness, and productivity helps an agency achieve the right balance.

The service and design guidelines are tools to help support SamTrans make service decisions. The service planning process ensures SamTrans has the tools to monitor and evaluate service and community needs that lead to service change recommendations. It also allows SamTrans to be transparent with service planning priorities and standards, and when faced with competing demands for limited resources, helps and supports staff decision making. It allows provides a mechanism to constantly refine the system by targeting low-performers and reallocating service to more productive services or new service.

PERFORMANCE EVALUATION

The process starts with an approved set of targets (the service standards) that should be reviewed annually. Using the performance targets, staff will measure each route's performance and the systemwide performance for productivity and equity considerations, targeting the lowest performers for improvement.

Operations Planning staff will create adjustments and alternatives to improve service and meet service level targets. Service change recommendations will be based on:

- **Performance**
- **Financial obligations, resources, and funding availability**
- **Awareness of regional transportation infrastructure planning efforts and land use trends**
- **Promotion and development of high-quality service in identified equity priority areas.**

SERVICE REQUESTS

On an ongoing basis, staff will evaluate requests from external sources and customers for new or modified service based on the same criteria. The service guidelines presented earlier in this document will help staff communicate the circumstances in which SamTrans will consider changes and the priorities and best practices for service design. Using the criteria followed for the Title VI Program for community engagement and outreach, SamTrans will share ideas and gather input from the community on proposed major service changes.

SamTrans will conduct three to four service changes annually (consistent with the current labor agreement) with two of those changes having more significant updates (changes to runtimes, trip times, frequency, span, etc.) and the other changes allowing for minor tweaks in service. Attempts will be made to align service change dates with regional operators.

Major Service Changes

All major service changes should be consistent with and follow the guidelines identified in this document and consistent with the SamTrans Title VI Program.

DRAFT

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: April Chan
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **ADOPTION OF REIMAGINE SAMTRANS FINAL PLAN, APPROVAL OF THE ASSOCIATED TITLE VI ANALYSIS, AND ADOPTION OF A NEGATIVE DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT**

ACTION

Staff recommends the Board approve the following:

1. Adopt the final *Reimagine SamTrans* project Plan (Plan);
2. Approve the associated Title VI analysis; and
3. Adopt a Negative Declaration for the *Reimagine SamTrans* Plan.

SIGNIFICANCE

The *Reimagine SamTrans* project is a comprehensive operational analysis initiated to redesign the entire SamTrans bus system. The Plan provides an overview of *Reimagine SamTrans* project work conducted over nearly three years, as well as detailed descriptions of the resulting changes to existing SamTrans bus routes and descriptions of new routes included in the final new SamTrans network.

If approved by the Board of Directors (Board), the new bus network will change existing bus service by:

- improving frequency,
- offering service later in the evenings and on weekends,
- modifying routes by providing more direct routes and reducing duplication of service,
- improving access with new routes and connections,
- providing new on-demand service, and
- discontinuing select routes and route segments.

The Plan is available for review at www.samtrans.com/planning/reimaginesamtrans. All project resources including detailed descriptions of changes to existing routes are available at www.reimaginesamtrans.com.

Once the Plan is approved, a phased implementation of the new bus network will begin in August 2022, with service levels closely tied to expected workforce levels.

Future implementation phases will correspond with scheduled service changes throughout calendar year 2023.

Title VI Analysis

Prior to adoption of the *Reimagine SamTrans* final Plan, Federal Transit Administration Circular 4702.1B and District policies require that the Board review and consider approval of the attached Title VI service equity analysis of potential impacts to minority and low-income riders. In summary, the analysis demonstrates that the service changes, as discussed in the Plan and its appendices, will not have a disparate impact or disproportionate burden on minority or low-income passengers, respectively.

The full Service Equity Report can be accessed from www.samtrans.com/riderinformation/TitleVI.

CEQA Analysis

To comply with the California Environmental Quality Act (CEQA), the District prepared a Draft Initial Study and Negative Declaration (IS/ND), which was circulated for review and comment by the public from January 4 to January 24, 2022. The District advertised the Notice of Availability and Notice of Intent to Adopt a Negative Declaration in local newspapers, specifically the *San Francisco Examiner*, the *San Mateo Daily Journal* (in both English and Spanish), and the *Palo Alto Daily Post*.

Written comments on the Draft IS/ND were received from 12 individuals during the public comment period. District staff has compiled and addressed the comments and prepared the Final ND environmental document for Board approval. The Final ND is available at www.samtrans.com/planning/reimaginesamtrans.

BUDGET IMPACT

Adoption of the Plan will have no effect on the District's Fiscal Year (FY) 2022 budget.

Delivery of the recommended fixed-route bus network and On-Demand (microtransit) services will require additional staffing and vendor resources starting in FY2023. Costs associated with all components of the Plan will be incorporated in the FY2023 and future year budget deliberations, and will be subject to Board review in Spring 2022.

BACKGROUND

Reimagine SamTrans, which was launched by the District in June 2019, analyzed the current state of the SamTrans bus system and conducted widespread outreach and market research, developed three new bus network alternatives with potential changes to each route in the system, consolidated feedback received, and used best practices to develop a single preferred bus system.

The draft Recommended Network was first presented to the Board at the August 2021 virtual Board retreat. After hearing Board feedback and completing technical work, staff finalized the draft Recommended Network, which was taken to stakeholders and the public for the last of three rounds of public outreach, which were conducted to

inform the development and receive public input on the final new network. The *Reimagine SamTrans* public outreach process concluded with a formal public hearing held at the November 3, 2021 Board meeting, and over 1,000 comments were received on the proposed route changes. Staff analyzed all the feedback received and made some slight adjustments to some of the route recommendations; staff presented the final recommended network to the Board in February 2022.

Reimagine SamTrans also produced the Service Policy Framework proposed for Board adoption under a separate agenda item at this March 2 meeting.

Prepared by:	Christy Wegener, Director, Planning	650-508-6278
	Hilda Lafebre, Manager, Capital Projects and Environmental Planning	650-622-7842

RESOLUTION NO. 2022 –
BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

* * *

ADOPTING THE REIMAGINE SAMTRANS FINAL PLAN, APPROVING THE ASSOCIATED TITLE VI SERVICE EQUITY ANALYSIS, AND ADOPTING A NEGATIVE DECLARATION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

WHEREAS, in June 2019, the Board of Directors (Board) of the San Mateo County Transit District (District) launched the SamTrans Comprehensive Operational Analysis (known as the "Reimagine SamTrans") to inform adjustments to the fixed-route network that will improve ridership and mobility within San Mateo County; and

WHEREAS, Reimagine SamTrans is rooted in robust data analysis, market research, three rounds of extensive public input, and transit planning best practices; and

WHEREAS, the District developed three new bus network alternatives with potential changes to each route in the system and conducted outreach on those alternatives in 2021; and

WHEREAS, the District consolidated the feedback received during the public outreach and used best practices in bus system design to develop a single preferred bus system (the proposed Plan), ensuring that all routes complement each other and produce a cohesive system; and

WHEREAS, the proposed Plan has been designed to improve travel experience for existing SamTrans customers, grow frequent and new ridership on SamTrans, and build SamTrans' efficiency and effectiveness as a mobility provider; and

WHEREAS, Reimagine SamTrans included the development of four guiding principles used to inform the service change proposals, including employing customer-focused decision-making, designing service that can be reasonably delivered by the SamTrans workforce, being an effective mobility provider, and supporting social equity through direction of resources into equity priority areas; and

WHEREAS, Reimagine SamTrans held more than 200 community events and stakeholder presentations and received over 6,000 pieces of public input over the course of the project; and

WHEREAS, the Board held a duly noticed public hearing at its November 3, 2021 meeting to receive public comment on the final recommended network changes; and

WHEREAS, Reimagine SamTrans includes a final service plan calling for more frequent service, the reduction of unproductive or elimination of duplicative routes/route segments, and the provision of more efficient school-related services; and

WHEREAS, phased implementation of the Plan will begin in August 2022, with service levels closely tied to expected workforce levels and future implementation phased in to correspond with scheduled service changes throughout calendar year 2023; and

WHEREAS, under Title VI of the Civil Rights Act of 1964 and implementing regulations, including Federal Transit Administration Circular C 4702.1B, the District is required to perform a Title VI Equity Analysis in the case of a major service change, including when routes are added or discontinued, to assess whether the change will result in a disparate impact on minority populations or a disproportionate burden on low-income populations; and

WHEREAS, on March 13, 2013, by Resolution No. 2013-99, the Board adopted Disparate Impact and Disproportionate Burden Policies to set thresholds for when fare or major service changes are deemed to have disparate impacts or disproportionate burdens on minority or low-income populations; and

WHEREAS, staff has prepared and presented to the Board a Title VI Service Equity Analysis that assesses the potential effects of service changes included in the Reimagine SamTrans final network, concluding the Plan would result in no disparate impacts on minority populations and no disproportionate burdens on low-income populations; and

WHEREAS, the District prepared an Initial Study (IS) of the possible environmental effects of the Plan; and

WHEREAS, the IS concluded that the Plan would not have a significant effect on the environment and therefore recommended that the District prepare a Negative Declaration (ND); and

WHEREAS, the District published a Notice of Availability and Notice of Intent to Adopt a Negative Declaration in three local newspapers and posted a copy of the notice and IS/ND document at www.samtrans.com/Planning/reimaginesamtrans; and

WHEREAS, the 20-day public review period on the Draft IS/ND commenced on January 4, 2022 and ended on January 24, 2022; and

WHEREAS, the District received 12 written comment letters from public individuals during the comment period; and

WHEREAS, these comments were reviewed by staff and counsel, who concluded that none of the points raised in the comments required a change in the conclusion of the Draft IS/ND.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the San Mateo County Transit District hereby:

1. Finds and declares that, based on its independent judgment following review of the IS/ND and consideration of the record of the Plan as a whole, there is no evidence before the Board that the proposed Reimagine SamTrans Plan will have a significant effect upon the environment; and
2. Hereby finds that the Reimagine SamTrans Plan will not have a significant effect on the environment, and therefore adopts the ND; and
3. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the service changes included in the Reimagine SamTrans Plan will not have a disparate impact on minority populations or a disproportionate burden on low-income populations; and
4. Approves the Title VI Service Equity Analysis incorporated by this reference; and
5. Approves the Reimagine SamTrans Plan and the service changes described therein.

BE IT FURTHER RESOLVED the District Secretary is directed to file a Notice of Determination promptly with the County Clerk of San Mateo; and

BE IT FURTHER RESOLVED the record of this action shall be maintained by the Board Secretary at the District's office at 1250 San Carlos Avenue in San Carlos, CA.

Regularly passed and adopted this 2nd day of March, 2022 by the following vote:

AYES:

NOES:

ABSENT:

Chair, San Mateo County Transit District

ATTEST:

District Secretary

Reimagine SamTrans Title VI Report

February 2022

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1 EXECUTIVE SUMMARY

The San Mateo County Transit District (SamTrans) is the public transit provider for San Mateo County, operating SamTrans fixed-route, demand-response bus transit service, and paratransit.

In July 2019, the District launched *Reimagine SamTrans*, a comprehensive operational analysis (COA), to analyze the existing bus network in San Mateo County and provide a suite of route changes to better serve its ridership and community. The District partnered with linguistically and racially-diverse communities to obtain significant public input in developing a recommended network. The changes are considered Major Service Changes under District Title VI policies, and the District is required to present and obtain approval from the District Board of Directors of a Title VI Service Equity Analysis in connection with adoption of the proposed service changes.

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The District has committed to the Title VI objectives set forth in the Federal Transit Administration (FTA) Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.

As a federal grant recipient, the District is required to maintain and provide to the FTA information on SamTrans's compliance with the FTA's Title VI regulations. At a minimum, the District must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Additionally, the District must ensure compliance by evaluating service and fare changes at the planning and programming stages to determine whether those changes have discriminatory impacts, including disparate impacts on minority populations and/or disproportionate burdens on low-income populations. The indices of discrimination that could be monitored for disparate impacts include the consistent removal or reduction of service in minority communities compared to the overall riding public.

The objective of the Reimagine SamTrans Title VI analysis is to analyze the effects of the proposed suite of route changes on minority and low-income populations, and to establish whether the suite of changes causes disparate impact to minority populations or disproportionate burden to low-income populations in the service area.

The following analysis was conducted based on the SamTrans 2019 Title VI Program and concludes that the recommended new network will **not result in disparate impact to minority populations or disproportionate burden to low-income populations.**

2 INTRODUCTION AND BACKGROUND

SAMTRANS OVERVIEW

The District provides SamTrans fixed-route bus service, as well as complementary ADA and non-ADA paratransit (known as Redi-Wheels and RediCoast) and shuttle services in San Mateo County, California. The 446-mile area also includes routes to San Francisco and Palo Alto. With its diverse service area, the District contains both dense urban and suburban landscape with residents from an array of different backgrounds. Prior to COVID-19, SamTrans operated approximately 78 routes throughout San Mateo County and San Francisco County. **Attachment 1** is a copy of the SamTrans Service Map. **Attachment 2** contains combined minority demographic maps where the minority population is broken out by block group using US Census 2017 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the system-wide minority average of 50%. **Attachment 2** also contains low-income demographic maps where the service area's low-income population is broken out by census tract using ACS data. Low-income census tracts are defined under SamTrans's 2019 Title VI Program as those in which more than 10% of households have incomes under \$25,000.

PROJECT OVERVIEW

Reimagine SamTrans is a comprehensive operational analysis (COA) project to evaluate and refresh the entire SamTrans bus system. *Reimagine SamTrans* was undertaken in order to study and ensure the SamTrans bus system as a whole meets the current needs of SamTrans riders and the evolving needs of the broader public in San Mateo County. The project launched in July 2019, undertaking existing conditions analysis, market research, development of three network alternatives, and refinement of one final recommended network, as well as three rounds of public outreach.

Reimagine SamTrans established three project goals:

- Improve the experience for existing SamTrans customers
- Grow new and more frequent ridership on SamTrans
- Build SamTrans' efficiency and effectiveness as a mobility provider

Description of Proposed Service Changes

The final recommendations included in the *Reimagine SamTrans* COA include a suite of changes to many routes throughout the SamTrans bus system, including:

- **More frequent service.** Routes ECR, 130, and 296 will have service every 15 minutes throughout the day, seven days a week. Routes 17, 110, 118, 121, 250, 281, and 294 will have more frequent service than today.

- **Faster service.** Routes with deviations that were not well-utilized are being removed to make the service more direct for riders. This includes Routes 110, 121, 250, 280, 294, and 296. New Route 124 will provide direct service between Daly City BART and Skyline College.
- **Later service at night.** Routes 275 and 276 will have later weekday service. Routes 121, 130, and 281 will have later weekend service.
- **Extension to major destinations.** Existing routes that will be modified to serve additional major destinations include Route 281 to Stanford, Route 141 to Skyline College, and Route 130 to Oyster Point.
- **Route elimination:** Route 398 will be eliminated. Some of the route’s connections will be provided by new Route EPX, which will serve East Palo Alto, Redwood City, SFO Airport, and San Bruno BART, with limited service to downtown San Francisco.
- **Route consolidations:** The functions of routes 274, 275, and 278 will be combined and provided by a new consistent route 278. Ten school-oriented routes will be consolidated into five routes, preserving the majority of each route’s coverage while being more efficient.

The following tables outline the recommended changes to each route.

Figure 1 Changes to local (non-school-oriented) bus service

Route	Route End Points	Description of Change
ECR	Daly City BART - Palo Alto Transit Center	Remove loop to Sickles Ave and Fluornoy Street. Move forward with bus stop consolidation/balancing effort. Increase weekend frequency to 15-minute headways.
17	Linda Mar; Miramontes/Moonridge	Remove deviations to Sunshine Valley Road, Canada Cove, Pescadero. Increase weekend frequency to 60-minute headways.
38	Safe Harbor	No changes.
110	Linda Mar Park & Ride - Daly City BART	Extend route into Linda Mar neighborhood. Remove deviation on Longview Drive. Pull out school-oriented trips with separate route number. Increase frequency weekdays and weekends to 30-minute headways.
112	Sharp Park - Colma BART	Terminate route at Sharp Park in Pacifica. Pull out school-oriented trips as separate route number.
118	Linda Mar Park & Ride - Daly City BART	Remove service on route to Colma BART station. Increased number of trips during peak on weekdays to 30-minute headways.
120	Brunswick / Templeton - Colma BART	Increase evening weekend frequency to 30-minute headways.

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Route	Route End Points	Description of Change
121	Pope / Bellevue - Skyline College	Remove deviation to Colma BART. Increase weekend frequency to 30-minute headways and operate later on weekends.
124 (New)	Skyline College Limited	New route between Daly City BART, Serramonte Center, Skyline College.
122	SSF BART Colma BART - Stonestown / SF State	No changes.
130	Daly City BART - Oyster Point Ferry or Airport / Linden	Split service between two endpoints in SSF: Oyster Point Ferry and Airport/Linden. Increase frequency on weekends to 15-minute headways. Operate later evening service on weekends
140	SFO Airtrain - Manor / Palmetto	Delete route (portions replaced by routes 141 and 142)
141	Airport / Linden - Skyline College	Extend route to San Bruno and Skyline College from South San Francisco. Pull out school-oriented trips as separate route number. Operate later evening service all days.
142 (New)	Shelter Creek - SFO Air Train	New route between SFO Airtrain, San Bruno BART, San Bruno Senior Center, Shelter Creek.
249 (New)	San Mateo - College of San Mateo	New route between downtown San Mateo and College of San Mateo.
250	5th / El Camino Real - College of San Mateo	Use Hillsdale Blvd between El Camino Real and SR-92 and serve Hillsdale Caltrain Station. Increase peak frequency on weekdays to 15-minute headways and weekend frequency to 30-minute headways.
251	Foster City - Hillsdale Mall	Remove service on Beach Park Blvd, Shell Blvd and Hillsdale Blvd. Pull out school-oriented trips as separate route number Add service on Sundays.
256	Hillsdale Mall - Foster City	Delete route (portions of route covered by route 251).
260	San Carlos Caltrain - Cipriani in Belmont	Remove service east of Bridge Parkway and west of Cipriani Blvd. Add service on Sundays.
270	Redwood City Transit Center	No changes.
276	Redwood City Transit Center - Marsh Road Business Park	Serve east side of Redwood City Caltrain station and end at Marsh Road. Increase weekday frequency to 30-minute headways. Add service on weekends.

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SamTrans

Route	Route End Points	Description of Change
274	Redwood City Transit Center - Canada College	Delete route (portions of route replaced by route 275 and 295).
275	Redwood City Transit Center - Canada College	Adjust route to cover current 278 routing. Increase weekday peak frequency to 20-30 minute headways. Add later evening weekday service. New service on Sundays.
278	Redwood City Transit Center - Canada College (Sat Only)	Delete route (replaced by route 275)
280	Purdue / Fordham - Palo Alto Transit Center	Remove service to Woodland Ave, O'Connor Street, and Stanford Shopping Center. Reduce frequency to every 60-75 minutes.
281	Onetta Harris Center - Stanford Univ Oval	Serve and end route at Stanford University Oval. Increase frequency on weekdays to 20-minute headways and weekends to 30-minute headways.
286	Middlefield / Oak Grove - Sharon Park	Rename to 86.
294	Hillsdale Mall - Main / Poplar	Remove deviation to College of San Mateo, change end point to be Hillsdale Mall area. Increase midday service on weekdays to 60-minute headways.
295	Hillsdale Mall - Redwood City Caltrain	Remove service north of Hillsdale Mall. Route operates on El Camino Real (between San Carlos Ave and Brittan Ave) and Jefferson Ave (between Alameda de las Pulgas and El Camino Real). Add weekend service.
296	Redwood City Transit Center - Palo Alto Transit Center	Increase frequency on weekdays and weekends to 15-minute headways.
292	San Francisco - Hillsdale Mall - SFO	Add service on route to Millbrae Transit Center. Consolidate bus stops in San Francisco.
397	SF - Palo Alto Transit Center - SFO (Limited Overnight)	No changes.
398	SF - Redwood City Transit Center - SFO	Delete route.
EPX (new)	East Palo Alto - Redwood City - SFO - San Bruno BART	New route serving key points between East Palo Alto, Redwood City, SFO and San Bruno BART (with potential for trips into downtown San Francisco).

Reimagine SamTrans Title VI Report
SamTrans

Route	Route End Points	Description of Change
FCX	Foster City - Downtown San Francisco	Remove service San Francisco to Foster City in morning and Foster City to San Francisco in afternoon.
SFO	Millbrae Transit Center - SFO	Delete route.
FLX Pacifica	Flexible fixed route in Linda Mar, Pacifica	Delete route (replaced by 110).
EPA On-Demand Zone	Flexible transit service zone in East Palo Alto	New service.
HMB On-Demand Zone	Flexible transit service zone in Half Moon Bay	New service.

School-Oriented Bus Service

School-oriented routes not listed below have no changes to routing or scheduled span of service in the recommended network.

Figure 2 Changes in school-oriented bus service

Route Number	Description of Changes	Does this qualify as a Major Service Change? Why/why not?
10	New route number; trips currently operated as route 110	No; existing service will be provided using new route number
12	New route number; trips currently operated as route 112	No; existing service will be provided using new route number
40	New route number; trips currently operated as route 140	No; existing service will be provided using new route number
41	New route number; trips currently operated as route 141	No; existing service will be provided using new route number
42	New route number; trips currently operated as route 141	No; existing service will be provided using new route number
51	New route number; trips currently operated as route 251	No; existing service will be provided using new route number
16	Delete route (portions of route served by new route 49)	Yes; overall coverage lost is greater than 25%. See Chapter 4.
49	New route alignment consolidated with route 16	No; fewer than 10 trips per day
37	New route alignment consolidated with route 39	No; fewer than 10 trips per day

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Route Number	Description of Changes	Does this qualify as a Major Service Change? Why/why not?
39	Delete route (portions of route served by new route 39)	No; coverage lost is less than 25% of route when accounting for consolidation with route 37.
53	New route alignment consolidated with route 55	No; coverage lost is less than 25% of route when accounting for coverage provided by route 55 and ECR.
55	Delete route (portions of route served by new route 53)	No; coverage lost is less than 25% of route when accounting for consolidation with route 53.
61	New route alignment consolidated with route 95	No; fewer than 10 trips per day
95	Delete route (portions of route served by new route 61)	No; coverage lost is less than 25% of route when accounting for coverage provided by route 61 and ECR.
83	New route alignment consolidated with route 84	No; fewer than 10 trips per day
84	Delete route (portions of route served by new route 83)	No; coverage lost is less than 25% of route when accounting for coverage provided by routes 82, 83, 296, and ECR.
80	Delete route	Yes; route elimination. See Chapter 4.
85	Delete morning trip, retain afternoon trip	No; fewer than 10 trips per day
87	Delete morning trip, retain afternoon trip	No; fewer than 10 trips per day

SAMTRANS TITLE VI POLICIES

The Federal Transit Administration updated its Title VI of the Civil Rights Act of 1964 guidance in October 2012, through FTA Circular 4702.1B. This guidance requires that the governing authority of each federally assisted public transportation provider adopt three policies including:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy

The District adopted its policies based on a number of factors, including existing policies already in use, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. The District published its policies for public review in January 2013 and conducted significant public outreach to solicit input. Following public engagement, The District revised the policy proposals and the Board of Directors adopted the revised policies at the March 13, 2013 meeting. The adopted policies follow and are included in **Attachment 3**.

Major Service Change Policy

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. An Equity Analysis completed for a major service change must be presented to the Board prior to adoption. A major service change is defined as a reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period.¹

Disparate Impact Policy

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations versus non-minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin....

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly...and cannot be altered until the next Title VI Program submission.

¹ The following service changes are exempted: Changes to a service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day. The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as a mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months. SamTrans-operated transit service that is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops.

In the course of performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact minority populations as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, SamTrans must evaluate demonstrate that a substantial legitimate justification that cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The SamTrans Disparate Impact Threshold, which determines whether the impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment are significant enough to require further analysis, is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

Disproportionate Burden Policy

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts borne by non-low-income populations.... The disproportionate burden threshold must be applied uniformly...and cannot be altered until the next [Title VI] program submission.

At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed [fare/]service change, the transit provider should take steps to avoid, minimize or mitigate impacts where practicable. The provider should describe alternatives available to low-income populations affected by the [fare/]service changes.

The SamTrans Disproportionate Burden Threshold, which determines whether the adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is significant enough to require mitigation, established at 20% percent based on the cumulative impact of the proposed service and/or fare changes.

This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

Public Engagement for Policy Development

FTA Circular C 4702.1B requires transit agencies to seek public input before Board action to adopt the Disparate Impact and Disproportionate Burden policies. Staff received public input through four community meetings throughout the county to further develop the District's Major Service Change, Disparate Impact and Disproportionate Burden policies. Comments were also made through the mail, telephone, and the dedicated e-mail address of TitleVI@samtrans.com.

The community meetings were held:

- Tuesday, Feb. 12, 2013 6:30 p.m. to 8 p.m.
 - Pacifica Sharp Park Library
 - 104 Hilton Way, Pacifica
- Tuesday, Feb. 19, 2013 6:30 p.m. to 8 p.m.
 - War Memorial Activity Room
 - 6655 Mission St., Daly City
- Thursday, Feb. 21, 2013 10:00 a.m. to 11:30 a.m.
 - SamTrans Offices
 - 1250 San Carlos Ave., San Carlos
- Monday, Feb. 25, 2013 6:30 p.m. to 8 p.m.
 - Lewis and Joan Platt East Palo Alto Family YMCA
 - 550 Bell St., East Palo Alto

A total of 15 members of the public participated in the meetings, providing valuable comments for staff. Upon receipt of the input from meeting attendees, staff revised the proposals for its standards and policies and submitted them for Board approval. The Board of Directors approved the Policies on March 13, 2013.

More information regarding SamTrans's Title VI policies and standards can be found here: <http://www.SamTrans.com/riderinfo/TitleVI.html>

3 METHODS

This chapter describes the methods used in the service equity analysis of the Reimagine SamTrans network redesign. The methods follow FTA guidance and definitions within the SamTrans Title VI Program.

METHODOLOGY CHOICE

Title VI reports may utilize a variety of different methods for understanding impacts and burdens. The two methods utilized in this analysis best reflect the systemwide impact of the suite of changes included in the *Reimagine SamTrans* recommended network. The analysis methods looked to capture both connectivity and coverage of the recommended network as a whole compared to the existing network.

This project includes changes to many routes in the system to better complement each other and reduce duplication of service; thus, the analysis of individual routes would not accurately reflect the final and combined impact on transit access.

The recommended Reimagine SamTrans network includes multiple examples of consolidation of routes with the goals of:

- Maximizing use of resources, particularly on resource-intensive peak-only service such as school-oriented routes
- Reducing duplication and investing in higher-frequency service on key corridors
- Simplifying route numbering and improving customer legibility

Based on FTA Circular 4702.1B, for proposed changes to service, SamTrans should analyze population data based on the smallest geographic area that reasonably has access to a bus stop.

This analysis uses census tracts instead of census blocks given the large, geographic area being analyzed and the system wide analysis. In addition, census tracts allow better preservation of privacy and confidentiality of the population. This also aligns with the 2019 SamTrans Title VI Program that utilizes census tracts for identifying minority and low-income routes.

Population data was chosen to represent the population served rather than ridership data, as the recommended network aims to serve both existing and new SamTrans riders and focusing on ridership would not sufficiently account for new populations served. In addition, due to the COVID-19 pandemic, ridership trends are in flux, and the results of surveying to establish current demographics of post-pandemic riders is not yet available for use in this analysis.

METHODS USED

The *Reimagine SamTrans* Title VI analysis utilized two methodologies of analysis, based upon the identification of low-income and minority census tracts:

- Route Classification, which analyzes systemwide service changes in the context of existing route classification identifying SamTrans routes as low-income or minority routes.
- Population Served, which measures the impact of network changes on service area population in low-income and minority communities.

Census Tract Categorization

To begin, we identified low-income and minority census tracts that we would use for both types of analysis using the 2019 ACS 5-year estimates. To begin, low-income and minority census tracts were identified for use in conducting both types of analysis using 2019 American Community Survey (ACS) five-year estimates.

Low-income tracts are defined as those where a greater percent of the population has a household income under 200% of the federal poverty level than the county average. In San Mateo County, 16.7% of the population meets this criteria. Income thresholds based on household size and income are shown in Figure 3. The overall share of countywide population that meets this criteria (16.7%) is derived based on dividing the total county population by the number of people within all census tracts in the county with incomes under 200% of the federal poverty level. The geographic locations of low-income tracts can be seen in dark orange in Figure 3.

Figure 3 Household Income Thresholds Used to Identify Low-Income Tracts

Household Size	Federal Poverty Level (2019)	200% of Federal Poverty Level (2019)
1	\$13,011	\$26,022
2	\$16,521	\$33,042
3	\$20,335	\$40,670
4	\$26,172	\$52,344
5	\$31,021	\$62,042
6	\$35,129	\$70,258
7	\$40,016	\$80,032
8	\$44,461	\$88,922
9 or more people	\$52,875	\$105,750

Source: US Census Bureau, <https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html>

Minority tracts are those which have a higher percentage of non-white residents than the county average of 60.8%. "Non-white" was defined as all racial and ethnic census groups except non-Hispanic White. The geographic locations of minority tracts are shown in Figure 5 in dark orange.

Figure 4 Low-Income Tracts

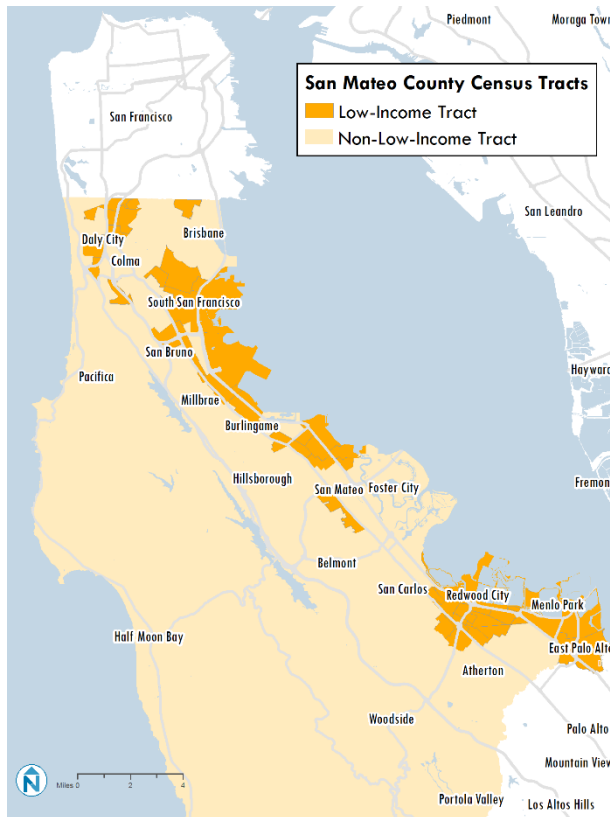
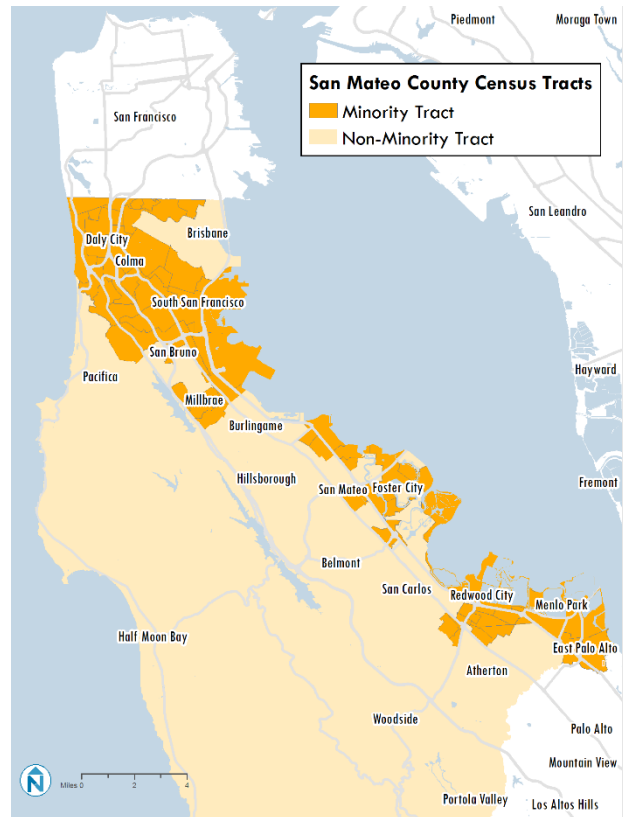


Figure 5 Minority Tracts



Route Classification

Low-income and minority routes are those where at least 50% of the predominant route pattern alignment is within a low-income or minority tract as defined in the SamTrans Title VI Program using the above derived tract classifications.

To recognize that some routes have higher levels of service, this analysis compared the change in miles, by week, by route between the existing and recommended network to analyze the impact on minority and low-income routes. Weekly route miles include weekday and weekend service.

Population Served

For the service area population change analysis, a one-quarter mile buffer was placed around the alignments of fixed route bus service in the existing SamTrans network (pre-project) and the recommended new Reimagine SamTrans network to define the service coverage area.² One-quarter mile is the industry standard distance for walkable bus access – equivalent to about a 5-minute walk.

For each census tract, the proportion of the tract covered by the service buffer compared to the total tract area was multiplied by the total census tract population. While this does not account for the spatial distribution of population, it gives an estimate of how many people may be within walking distance of at least one route in the alignments. This calculation was completed for both the current and recommended networks, and the difference was taken between the two numbers to find the change in population within a quarter-mile of SamTrans fixed-route service.

This coverage-based methodology analyzes access to one or more SamTrans routes within a quarter-mile walk. Changes in frequency and service span is not analyzed; however, where coverage remains in the SamTrans system, frequency and span is generally being increased or expanded in the recommended new bus network. The Route Classification portion of the analysis includes the service span metric of weekly route miles.³

4 ANALYSIS

This chapter documents the analytical process and findings from the service equity analysis comparing the existing SamTrans network to the recommended network. The disparate impact and disproportionate burden analyses were conducted using the two methods discussed in the 'Methods' chapter above: route classification and population served. It also documents the conclusion that there is no disparate impact or disproportionate burden caused by the suite of service changes reflected in the recommended network. Both methods of analysis look at a percentage comparison to determine whether a disparate impact or disproportionate burden exist.

In both cases:

² Both analyses were done using the predominant route pattern, "A", and excluding Community Routes that are school-oriented and new proposed demand response service. Certain portions of some routes were excluded from the spatial analysis if they travelled on a highway and had no stops for a significant distance.

³ Figure 1 and Figure 2 for more detail on service changes.

- If the difference in the percentage change experienced between minority riders and non-minority riders is greater than 20%, that would suggest that the service change would result in disparate impacts on minority populations.
- If the percentage difference in the change experienced between low-income riders and non-low-income riders is greater than 20%, that would suggest that the service change would result in a disproportionate burden to low-income populations.
- A difference of less than 0% (any negative percentage) would indicate that the service change would benefit those populations more than the others.

This chapter also presents the results of separate analyses conducted on the two school-oriented routes proposed for elimination, Route 16 and Route 80, and the proposed on-demand service.

SYSTEMWIDE IMPACTS

Route Classification

The route classification analysis focuses on the number and service level of routes in minority and low-income communities as one measure of transit access. The route classifications for both the current and the recommended network were generated for this analysis using ACS 2019 5-year estimates following the methodology dictated in the SamTrans 2019 Title VI Program⁴. Figure 6 lists the classifications for each route in the current network, and Figure 7 lists the recommended network routes and their classifications.

For the purposes of this service equity report, the “recommended network” is defined as all non-school oriented SamTrans routes in the *Reimagine SamTrans* plan. The set of routes included in the “recommended network” is described in Figure 6 and Figure 7.

Figure 6 Current Network Route Classifications

Route	Minority Route	Low-Income Route
110 Daly City BART - Linda Mar Park & Ride	Non-Minority	Non-Low-Income
112 Linda Mar Park & Ride - Colma BART	Non-Minority	Non-Low-Income

⁴ SamTrans defined minority routes as any routes where more than half of the revenue miles served census tracts with a higher average percentage minority population than the countywide average of 50%. Any routes where more than half of the revenue miles served census tracts with a higher average percentage low-income population than the county wide average of 10 percent were categorized as low-income route. The 2019 Title VI Program defines low-income as any household income under 25K.

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Route	Minority Route	Low-Income Route
118 Linda Mar Park & Ride - Daly City BART	Non-Minority	Non-Low-Income
120 Colma BART - Brunswick / Templeton	Minority Route	Non-Low-Income
121 Lowell / Hanover - Skyline College	Minority Route	Non-Low-Income
122 South SF BART - Stonestown / SF State	Minority Route	Non-Low-Income
130 Daly City BART - Airport / Linden	Minority Route	Low-Income Route
140 Airtrain - West Manor / Palmetto	Minority Route	Non-Low-Income
141 Airport / Linden - Shelter Creek	Minority Route	Low-Income Route
17 Linda Mar Park & Ride - Pescadero	Non-Minority	Non-Low-Income
250 5th / El Camino - College of San Mateo	Non-Minority	Non-Low-Income
251 Foster City - Hillsdale Mall	Minority Route	Non-Low-Income
256 Hillsdale Mall - Foster City	Minority Route	Non-Low-Income
260 San Carlos Caltrain - College of San Mateo	Non-Minority	Non-Low-Income
270 Redwood City Caltrain - Florence / 17th loop	Minority Route	Low-Income Route
274 Redwood City Transit Ctr - Canada College	Non-Minority	Non-Low-Income
275 Redwood City Transit Ctr - Alameda / Woodside	Non-Minority	Non-Low-Income
276 Redwood City Transit Ctr - Florence / 17th	Minority Route	Low-Income Route
278 Woodside / Alameda - Canada College - Saturday Only	Non-Minority	Non-Low-Income
280 Purdue / Fordham - Stanford Mall	Minority Route	Low-Income Route
281 Onetta Harris Ctr - Stanford Mall	Non-Minority	Non-Low-Income
286 Ringwood / Arlington - Monte Rosa / Eastridge	Non-Minority	Non-Low-Income
292 San Francisco - SFO - Hillsdale Mall	Non-Minority	Non-Low-Income
294 SM Med Ctr - Hillsdale - CSM - Half Moon Bay	Non-Minority	Non-Low-Income
295 San Mateo Caltrain - Redwood City Transit Center	Non-Minority	Non-Low-Income
296 Redwood City Transit Center - Bayshore / Donohoe	Non-Minority	Low-Income Route
38 Safe Harbor Shelter	Minority Route	Low-Income Route
397 San Francisco - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income
398 Redwood City Transit Center to SF Transbay Terminal	Minority Route	Low-Income Route
713 SF Transit Center - San Francisco International	Minority Route	Low-Income Route
ECR Daly City BART - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income
FCX Foster City - San Francisco	Non-Minority	Non-Low-Income
SFO - Millbrae	Minority Route	Low-Income Route

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Figure 7 Recommended Network Route Classifications

Route	Minority Route	Low-Income Route
110 Daly City BART - Linda Mar Park & Ride	Non-Minority	Non-Low-Income
112- Pacific Manor- Colma BART	Minority Route	Non-Low-Income
118 Linda Mar Park & Ride - Daly City BART	Non-Minority	Non-Low-Income
120 Colma BART - Mission Hill	Minority Route	Non-Low-Income
121 Lowell / Hanover - Skyline College	Minority Route	Non-Low-Income
122 South SF BART - Stonestown / SF State	Minority Route	Non-Low-Income
124 Skyline College Limited	Minority Route	Non-Low-Income
130A Daly City BART - Airport/Linden Ave	Minority Route	Low-Income Route
130B Daly City BART - Oyster Point	Minority Route	Low-Income Route
141 Skyline Coll - Linden Ave	Minority Route	Low-Income Route
142-SFO end Bayhill Shelter Creek - San Bruno SC	Minority Route	Low-Income Route
17 Linda Mar Park & Ride - Pescadero	Non-Minority	Non-Low-Income
249 San Mateo Caltrain to CSM	Non-Minority	Non-Low-Income
250 College of San Mateo - San MateoS	Minority Route	Non-Low-Income
251 NEW Foster City-Hillsdale on-28th & ECR	Minority Route	Non-Low-Income
260 San Carlos Caltrain - Cipriani	Non-Minority	Non-Low-Income
270 Redwood City Transit Center - Florence/17th Loop	Minority Route	Low-Income Route
275 Freeway-Redwood City Transit Center - Canada College	Non-Minority	Non-Low-Income
276 Redwood City Transit Center - Bohannon Dr Loop	Minority Route	Low-Income Route
280 Purdue / Fordham - Palo Alto Transit Station	Minority Route	Low-Income Route
281 Onetta Harris Ctr - Stanford Oval	Non-Minority	Non-Low-Income
292 San Francisco - SFO - Hillsdale Mall	Non-Minority	Non-Low-Income
294 SM Med Ctr - Hillsdale - CSM - Half Moon Bay	Non-Minority	Non-Low-Income
295 Hillsdale Caltrain - Redwood City Transit Center	Non-Minority	Non-Low-Income
296 OWL Redwood City Transit Center - Bayshore / Donohoe	Non-Minority	Non-Low-Income
296 Redwood City Transit Center - Bayshore / Donohoe	Non-Minority	Low-Income Route
38 Safe Harbor Shelter	Minority Route	Low-Income Route
397 San Francisco - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income
713 SF Transit Center - San Francisco International	Minority Route	Low-Income Route
ECR Daly City BART - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income

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Route	Minority Route	Low-Income Route
ECR OWL Daly City BART - Palo Alto Transit Ctr	Minority Route	Low-Income Route
EPX EPA-San Bruno BART-San Francisco Express	Minority Route	Low-Income Route
FCX Foster City - San Francisco	Minority Route	Non-Low-Income

Disparate Impact

Disparate impact analysis studies the impact of service changes on minority populations. The maps in Figure 8 and Figure 9 show the existing and recommended networks with minority routes in dark blue and non-minority routes in light blue.

Figure 8 Current Network minority routes

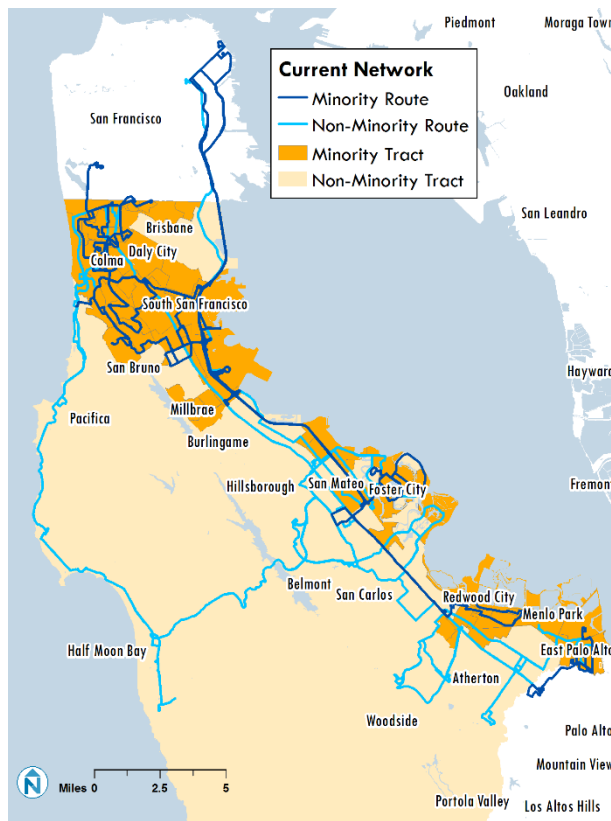
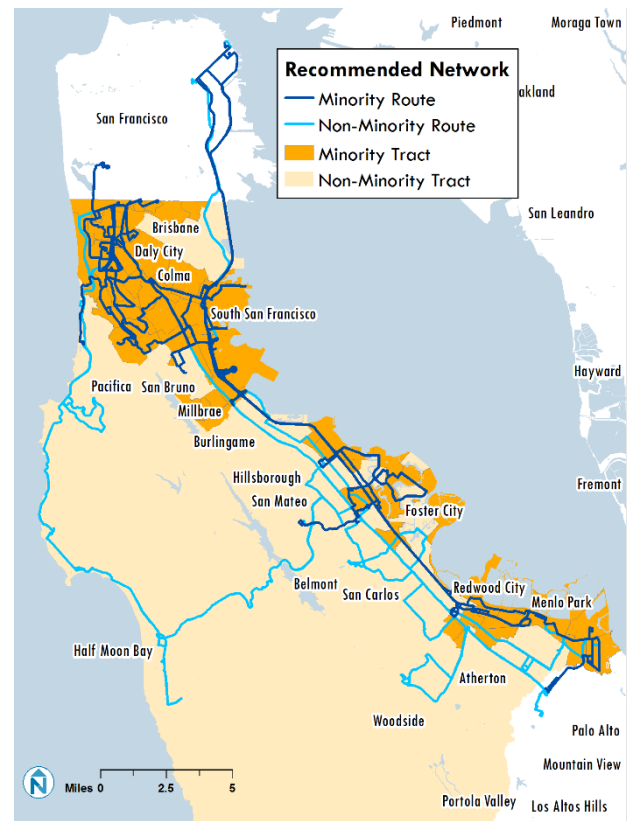


Figure 9 Recommended Network minority routes



As seen in Figure 10, the number of routes where at least 50% of the alignment is within a minority tract increases by 26.7% in the recommended network. The weekly route miles travelled by minority routes increases by 7.6%. In comparison, the number and distance of routes that serve mainly non-minority tracts decreases by 22.2% and 0.9% respectively. These results represent a significantly beneficial difference in service to minority versus non-minority areas. The difference in number of routes between non-

minority and minority routes is -48.9%, with the negative number representing higher benefits to minority routes; thus, this is not a disparate impact. Similarly, the difference in route miles between non-minority and minority routes is -9%, with the negative number indicating improved service for minority routes and, thus, not a disparate impact.

Figure 10 Approximate change in service on Minority Routes

Designation	Current Network		Recommended Network		Change	
	Number of Routes	Route Miles	Number of Routes	Route Miles	Number of Routes	Route Miles
Non-Minority	18	79,281	14	78,572	-22.2%	-0.9%
Minority	15	48,333	19	52,026.77	+26.7%	+7.6%
Total	33	127,614	33	130,599	No change	+2.3%
Difference between non-minority and minority routes:					-48.9%	-9%

Disproportionate Burden

The Disproportionate burden analysis studies the impact of service changes on low-income communities. The maps in Figure 11 and Figure 12 show the existing and recommended networks with low-income routes in dark blue and non-low-income routes in light blue.

Figure 11 Current Network low-income routes

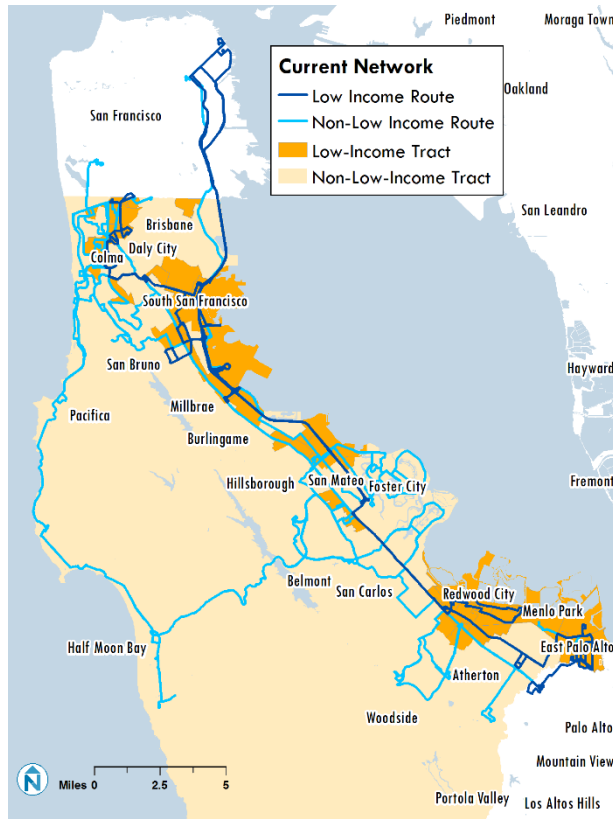
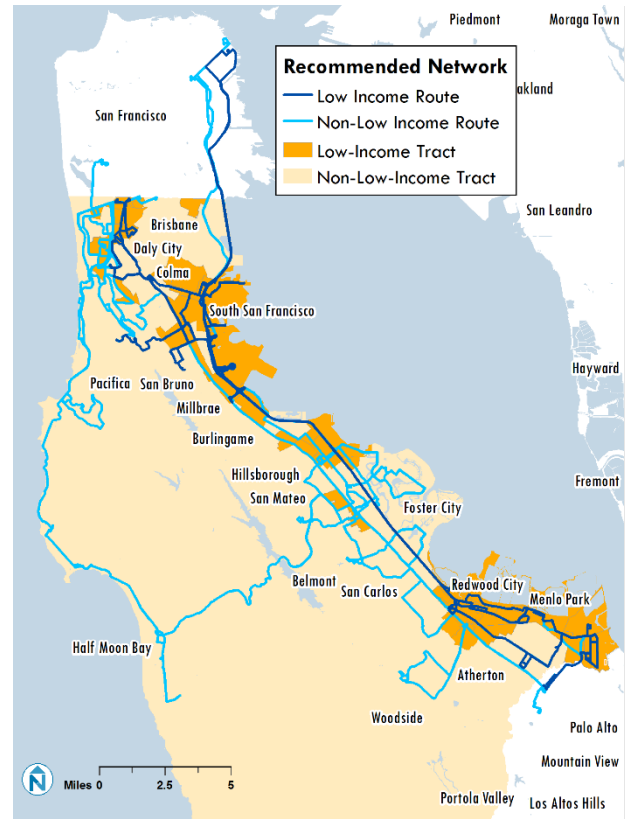


Figure 12 Recommended Network low-income routes



As seen in Figure 13, the number of routes where at least 50% of the alignment is within a low-income tract increases by 20% in the recommended network. The weekly miles covered by routes designated as low-income routes decreases by 2.8%. In comparison, the number of non-low-income routes decreases by 8.7% while weekly route miles increase by 4%. The difference in number of routes between non-low-income and low-income routes is -28.7%, representing relatively less burden for low-income populations rather than a disproportionate burden. The difference in the percent change in weekly route miles between non-low-income and low-income routes is 7%, which does not reach the 20% disproportionate burden threshold.

Figure 13 Approximate change in service on Low-income Routes

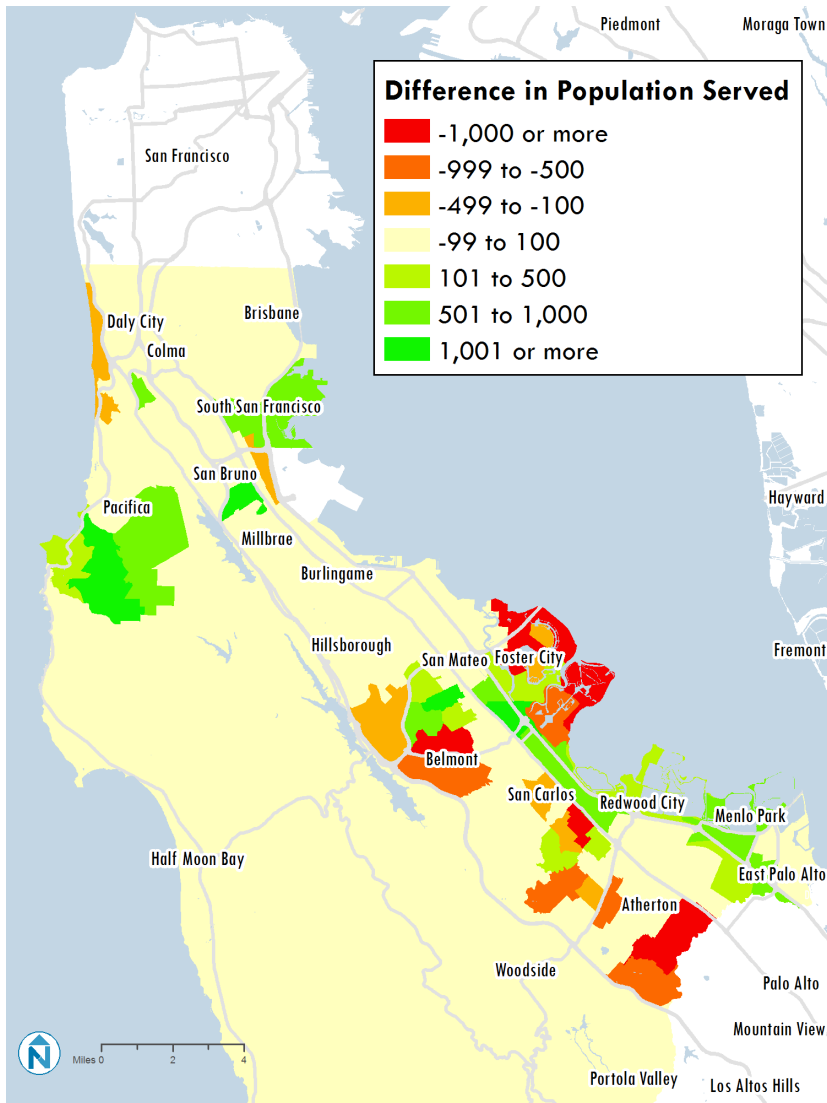
Designation	Current Network		Recommended Network		Change	
	Number of Routes	Weekly Miles	Number of Routes	Weekly Miles	Number of Routes	Weekly Miles
Non-Low-income	23	96,938	21	100,785	-8.7%	+4.0%
Low-income	10	30,677	12	29,814	+20.0%	-2.8%
Total	33	127,614	33	130,599	No change	2.3%
Difference between non-low-income and low-income routes:					-28.7%	7%

Population Served

The second method of analysis to identify potential disparate impacts or disproportionate burdens considers the population served. For the purposes of this analysis, populations living within one-quarter mile of at least one Sam Trans bus route are considered to be "served" by the fixed-route bus system.

After completing the analysis according to the methodology in the Methods chapter, the overall recommended network serves 2.4% fewer people than the current network. Figure shows the change in population served between the existing and recommended networks for all tracts in San Mateo County.

Figure 14 Change in population served within one-quarter mile, all San Mateo tracts



Disparate Impact

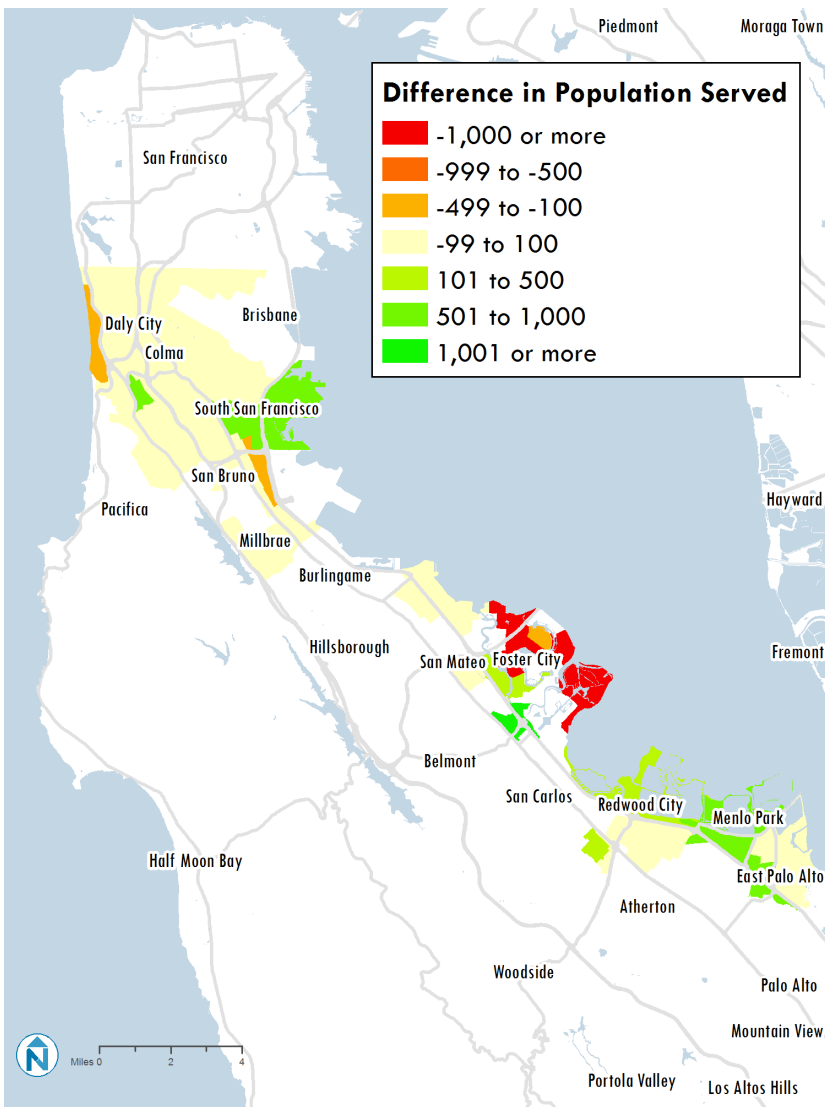
The population served decreases in both minority and non-minority tracts, as seen in Figure . However, this impact does not disparately impact minority populations. The analysis shows a 4% decrease in population served in non-minority tracts, compared to a smaller 1.4% decrease in population served in minority tracts. The difference in impacts on non-minority and minority tract population is -1.4%, which indicates relatively less service loss for minority populations than non-minority populations and, thus no disparate impact. Figure shows the difference in population served for minority tracts only, with most of the decrease in populations served occurring in Foster City and Redwood Shores.

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Figure 15 Change in population served by minority tract status

Designation	Population Served by Current Network	Population Served in Recommended Network	Difference in Population Served	Percent Change
Non-Minority	199,084	191,089	-7,996	-4.0%
Minority	299,514	295,341	-4,173	-1.4%
Total	498,598	486,429	-12,168	-2.4%
Difference between non-minority and minority population served impacts:				-1.4%

Figure 16 Change in population served within one-quarter mile, minority tracts only



Although no disparate impact is found, the recommended network does include service coverage options to address the impacts to populations served by school-oriented routes in some communities.

The areas of eastern Foster City and Redwood Shores will continue to be served by school-oriented service (routes 51, 54, 57, 60, and 67) during peak times to align with school bell schedules. As shown in dark blue in Figure 17, multiple school routes in the recommended network will continue to serve areas in Foster City and Redwood Shores.

Figure 3 Network Detail for Minority Tracts (Foster City and Redwood Shores)

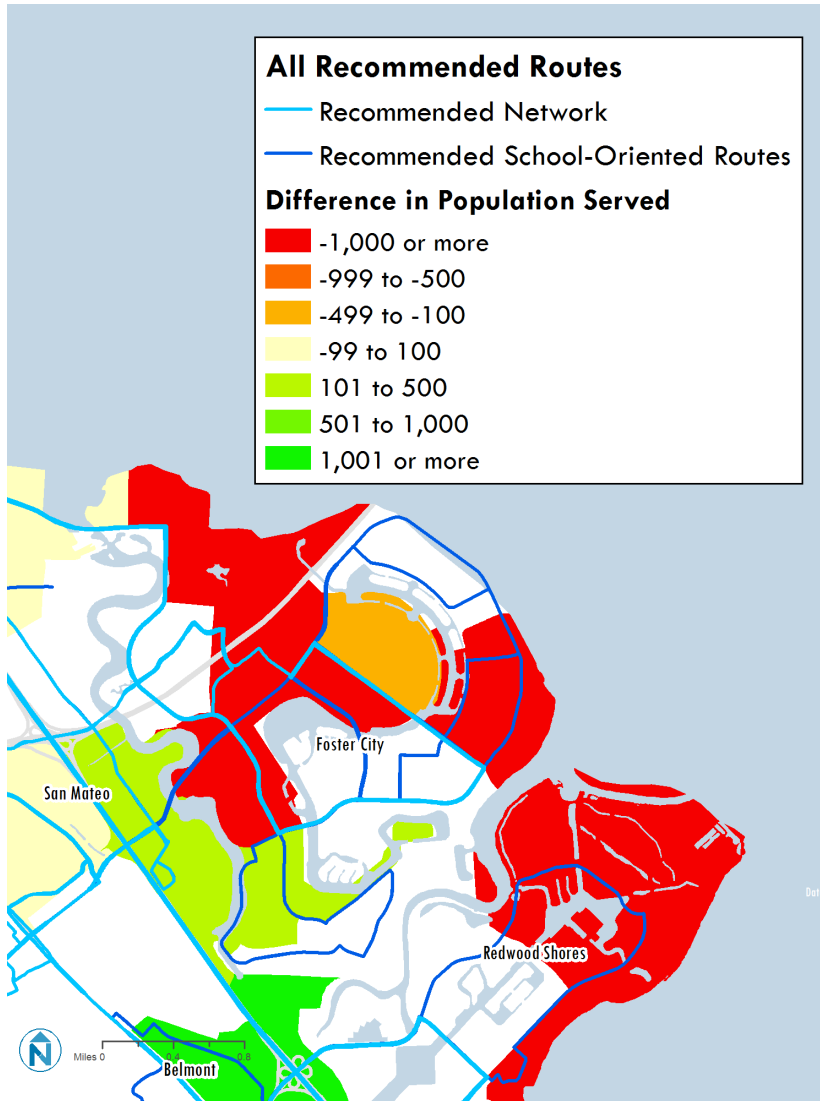
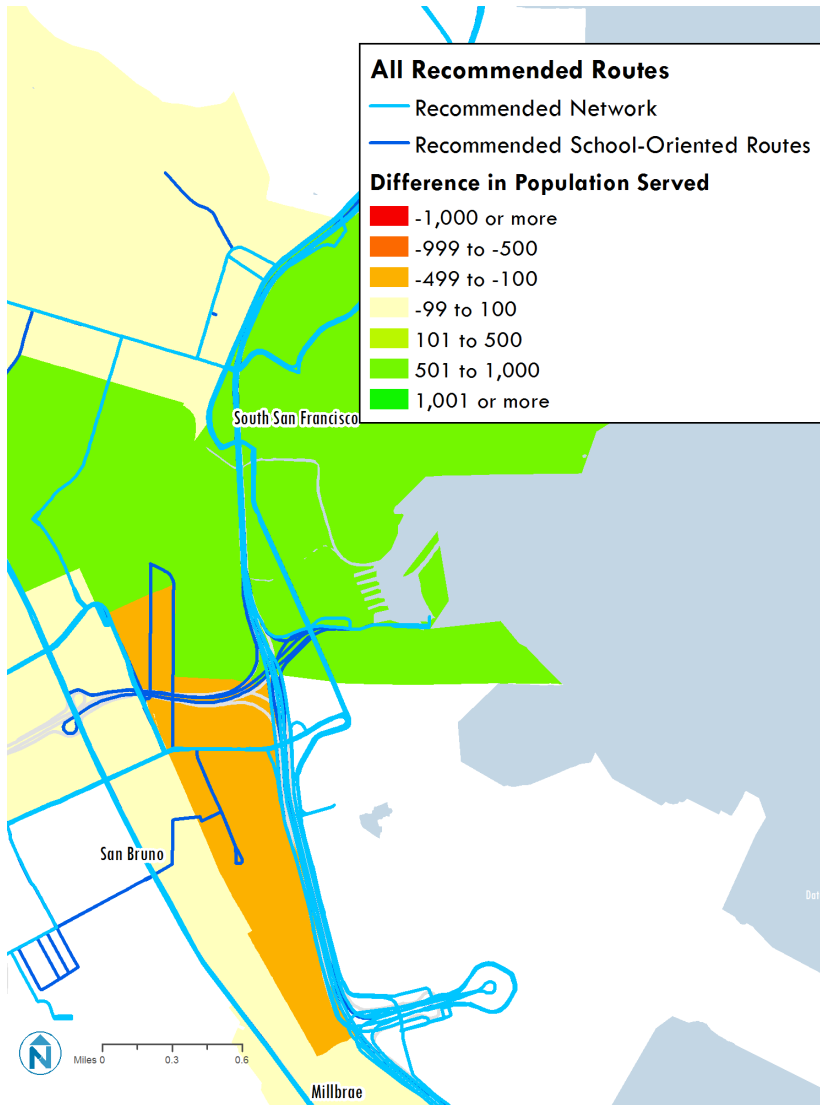


Figure 18 shows the school-oriented routes that serve the San Bruno tract where a loss of population served was identified. New or remaining school-oriented routes are shown in dark blue, while the recommended network of local service is shown in light blue on the map. Routes 41 and 16/49 Combo are shown in dark blue on this map and will continue to provide school-oriented service in this area.

Figure 18 Network Detail for Minority Tracts (San Bruno)



Disproportionate Burden

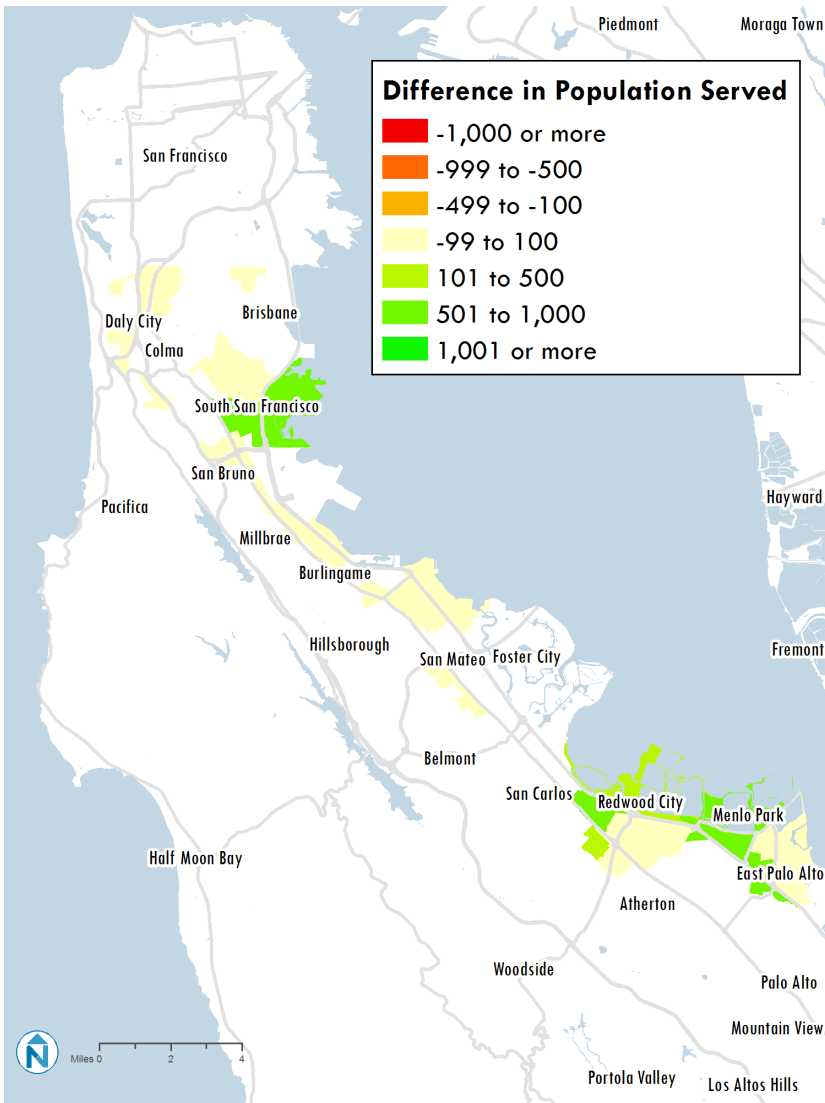
The changes in the recommended network benefit low-income tracts over non-low-income tracts, as shown in Figure 19. The population served in low-income tracts increases by 2%, while the population served for non-low-income tracts decreases by 5.6%. The negative difference of -7.7% between non-low-income and low-income tract population served indicates a relative benefit to low-income populations as opposed to a disproportionate burden. Figure 20 shows where the greatest service increases to low-income populations occur.

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Figure 19 Change in population served by low-income tract status

Designation	Current Alignment	Recommended Alignment	Difference	Percent Change
Non-Low-income	290,143	273,784	-16,358	-5.6%
Low-Income	208,455	212,645	+4,190	+2.0%
Total	498,598	486,429	-12,168	-2.4%
Difference between non-low-income and low-income population served impacts:				-7.7%

Figure 20 Change in population served within one-quarter mile, low-income tracts only



SCHOOL-ORIENTED ROUTE IMPACTS

This section documents the analysis conducted to explore the impacts of eliminating two school-oriented routes: Route 16 and Route 80.

Population Served

The methodology to determine the impacts of eliminating routes 16 and 80 is a variation of the population-served methods used for the network analysis.

The eliminated routes were overlaid on the recommended network, including the school-oriented routes, and the segments that will not be served by alternative routes in the new network were extracted for analysis. These segments are referred to as "eliminated segments" in this analysis for clarity and consistency, but the entire route has been eliminated. A quarter-mile buffer was created around the eliminated segments, and the population served by those segments was calculated using the population-served methodology described in Chapter 3. This population number is identified as experiencing a loss of service in the recommended network. To identify if the route elimination has a disparate impact or disproportionate burden on a protected class, the percentage of the total loss that occurs in minority or low-income tracts is compared to the percent of the total loss that occurs in non-minority or non-low-income tracts.

The percent change numbers are presented as negative numbers to convey that it is a decrease in population served and for properly identifying disparate impact and disproportionate burden consistent with the previous analyses and SamTrans Title VI policy.

Service span and ridership are not considered in this analysis. All school-oriented routes operate fewer than 10 trips per day, and the population-served analysis likely overestimates the impact of the loss of these routes, but is useful in comparing impacts between minority and non-minority tracts and low-income and non-low-income tracts.

Route 16

Figure 21 and Figure 22 show the location of Route 16 and its eliminated segments in relation to minority tracts. Figure 21 shows Route 16 in the current SamTrans network in red and Figure 22 shows the current Route 16 alignment in the context of the recommended network highlighting the segments of Route 16 in red that will not be served by any routes in the recommended network.

As seen in Figure 23, 51% of the population that have been served by the eliminated segments is in non-minority tracts, while 49% of the decrease occurs in minority tracts. This difference of -2% is negative and thus not a disparate impact.

Figure 21 Route 16 in Current Network, Minority Tract Status

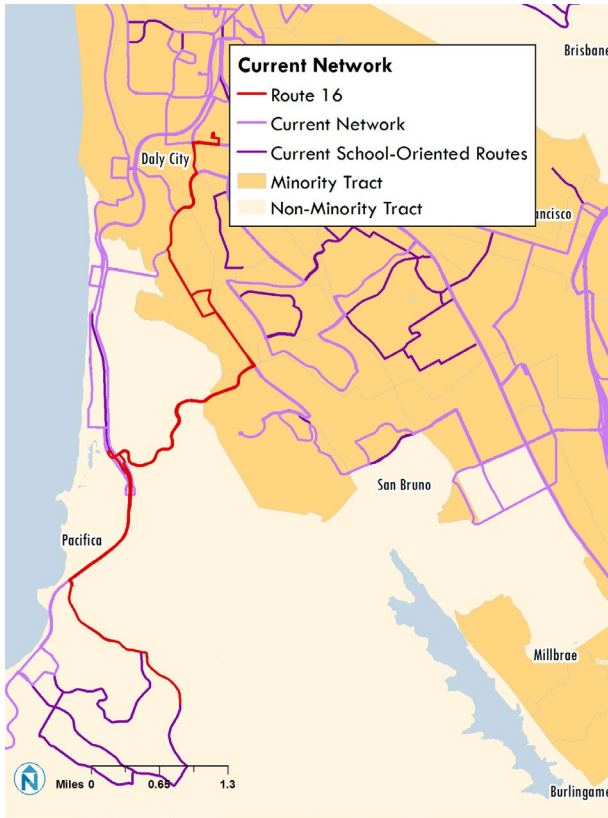


Figure 22 Route 16 Eliminated Segments, Minority Tract Status

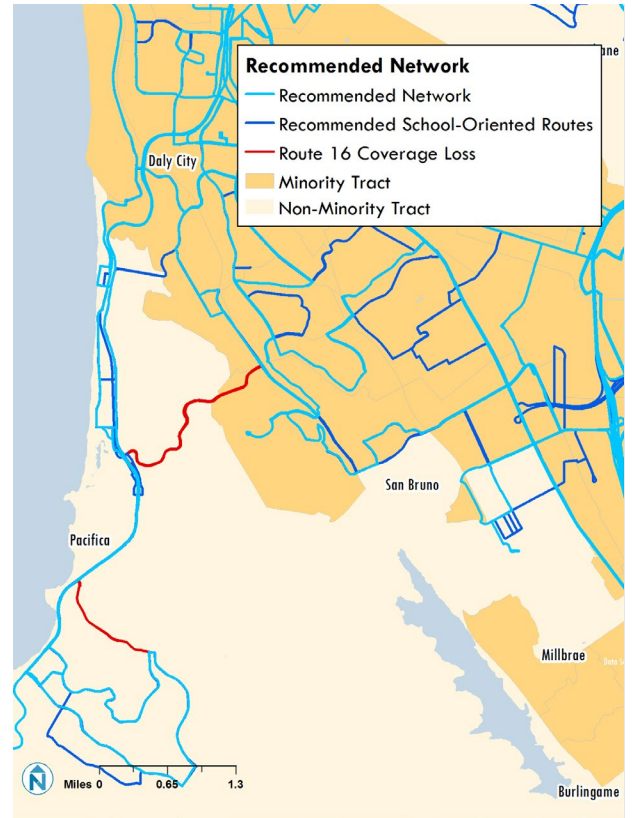


Figure 23 Population within ¼ mile of eliminated segments of Route 16

Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Minority	-2588	-51%
Minority	-2481	-49%
Total	-5069	n/a
Difference between change in non-minority and minority populations:		-2%

No part of the coverage loss resulting from the elimination of Route 16 occurs in low-income tracts, and therefore does not present a disproportionate burden, as shown in Figure 21 and Figure 25.

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Figure 24 Route 16 in Current Network, Low-Income Tract Status

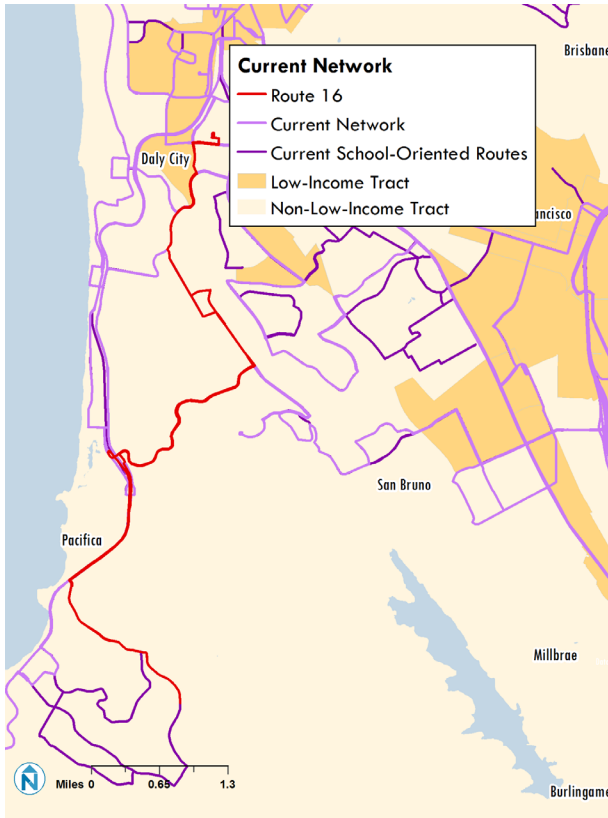


Figure 25 Route 16 Eliminated Segments, Low-Income Tract Status

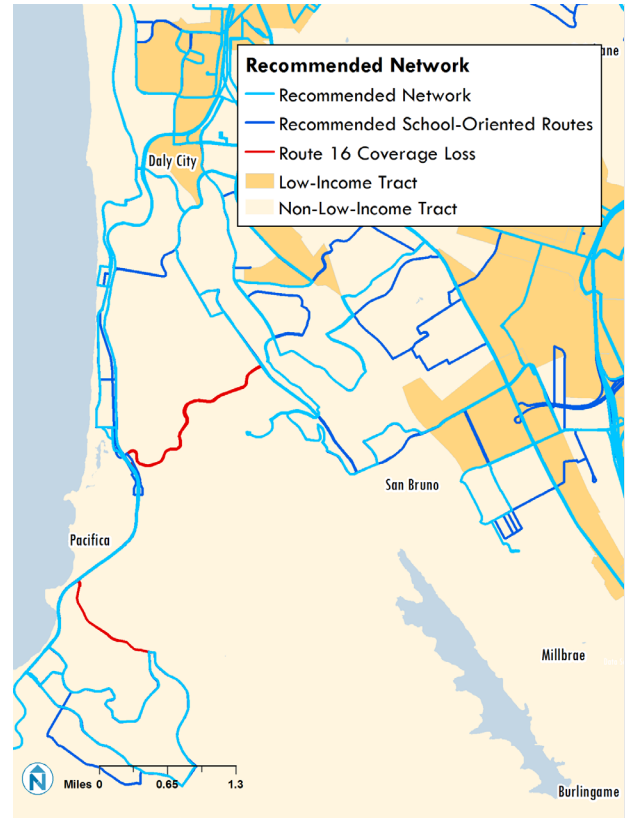


Figure 26 Population within ¼ mile of eliminated segments of Route 16

Tract Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Low-Income	-5069	-100%
Low-Income	0	0%
<i>Total</i>	-5069	<i>n/a</i>
Difference between change in non-minority and minority populations:		-100%

Route 80

Figure 27 shows Route 80 in the current SamTrans network in red, and Figure 28 shows the current Route 80 alignment in the context of the recommended network, highlighting the segments of Route 80 in red that will not be served by any routes in the recommended network in the context of minority tract status. No part of the coverage loss resulting from the elimination of Route 80 occurs in minority tracts, and thus does not impose a disparate impact on minority populations.

Figure 27 Route 80 in Current Network, Minority Tract Status

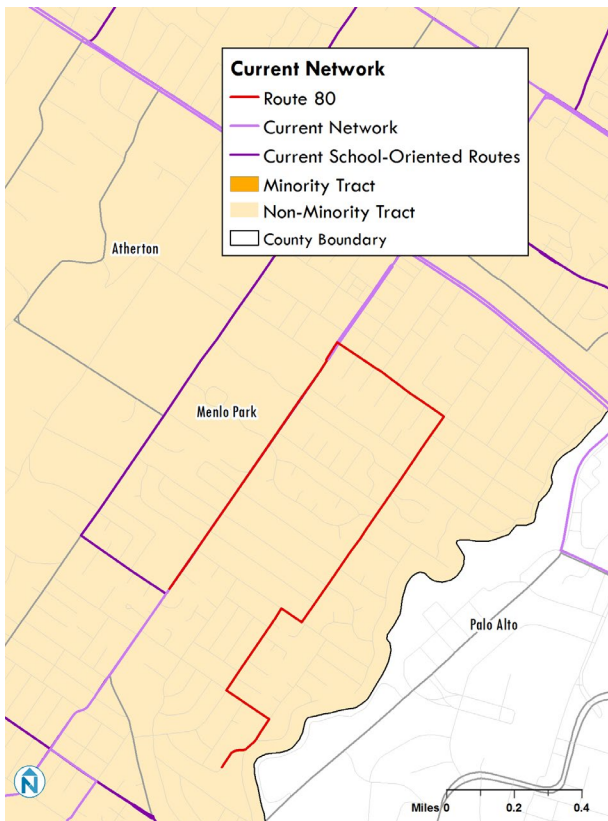


Figure 28 Route 80 Eliminated Segments, Minority Tract Status

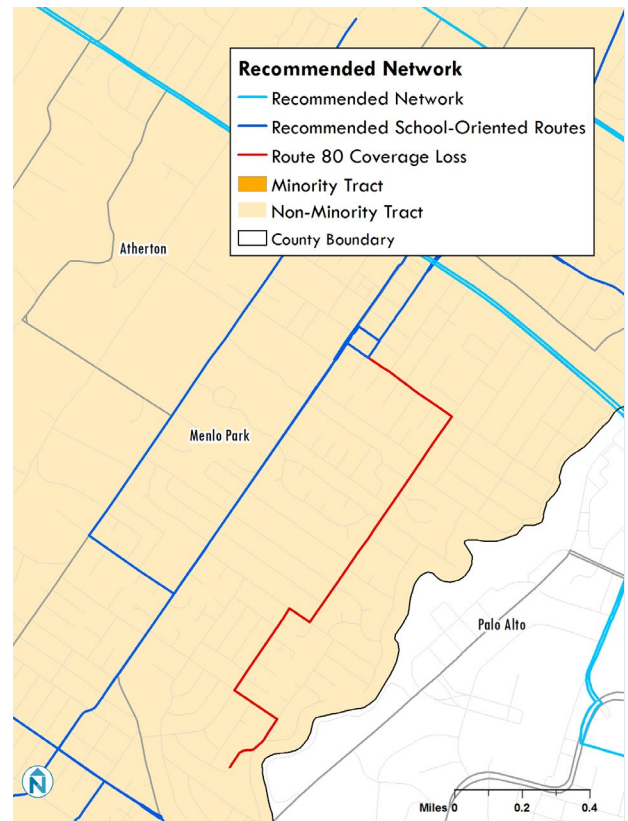


Figure 29 Population within ¼ mile of eliminated segments of Route 80

Tract Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Minority	-6135	-100%
Minority	0	0%
<i>Total</i>	-6135	<i>n/a</i>
Difference between change in non-minority and minority populations:		-100%

Figure shows Route 80 in the current SamTrans network in red, and Figure 31 shows the current Route 80 alignment in the context of the recommended network, highlighting the segments of Route 80 in red that will not be served by any routes in the recommended network in the context of low-income tract status. No part of the coverage loss resulting from the elimination of Route 80 occurs in low-income tracts, and thus does not impose a disproportionate burden on low-income populations.

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Figure 30 Route 80 in Current Network, Low-Income Tract Status

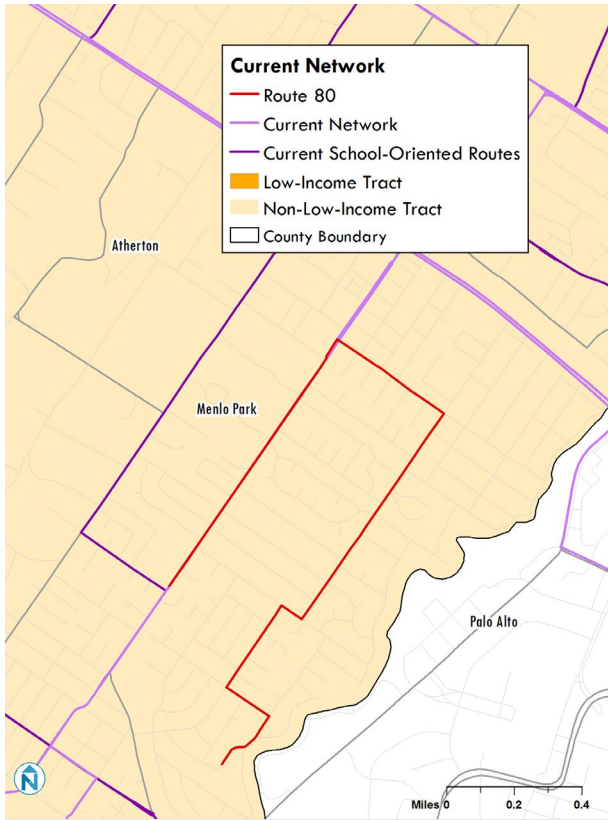


Figure 31 Route 80 Eliminated Segments, Low-Income Tract Status

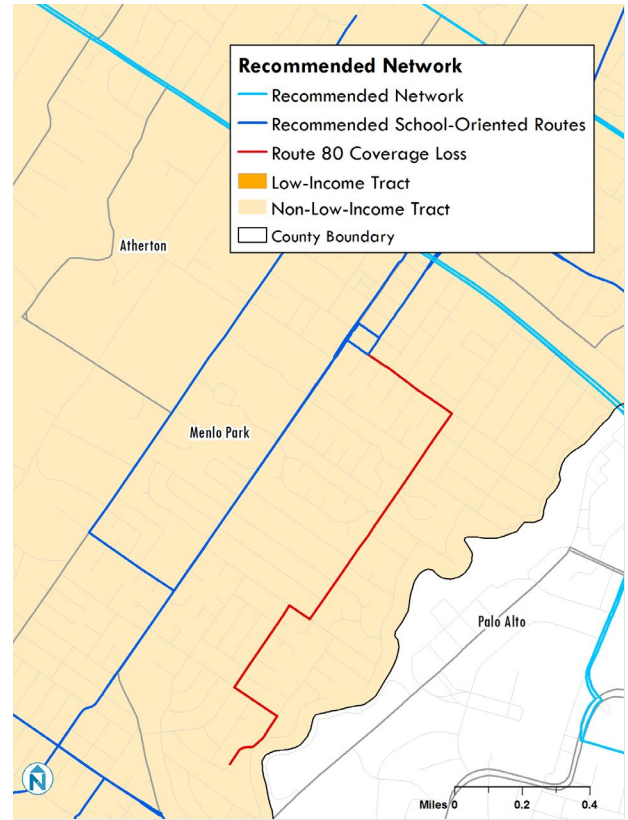


Figure 32 Population within ¼ mile of eliminated segments of Route 80

Tract Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Low-Income	-6135	-100%
Low-Income	0	0%
<i>Total</i>	-6135	<i>n/a</i>
Difference between change in non-minority and minority populations:		-100%

DEMAND RESPONSE

Two new on-demand zones are recommended in the Reimagine SamTrans Plan. Under FTA Circular 4702.1B, service equity analyses are required for fixed bus routes or when on-demand response is used to replace or reduce fixed-route service. Both on-demand zones contemplated by the proposed service changes are additional services that complement the existing fixed bus route changes analyzed above. No service is being replaced or reduced in these areas.

Both areas show adequate demand and support for this transit investment and, combined with the fixed route service, will increase SamTrans service.

The proposed East Palo Alto On-Demand Zone serves five tracts identified as both low-income and minority. This on-demand zone was identified as a location where the road network and built environment reduce the efficiency of operating traditional transit service, and the introduction of on-demand service is a new benefit to the communities. See Figure 33 and Figure 34.

The Half Moon Bay On-Demand Zone serves four non-minority and non-low-income tracts. This area has long been targeted for alternative service delivery models to traditional transit because of the limited road network along the Coast and the less-dense development patterns, which limits the amount and efficiency of fixed-route transit. See Figure 35 and Figure 36.

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Figure 33 Current East Palo Alto Service

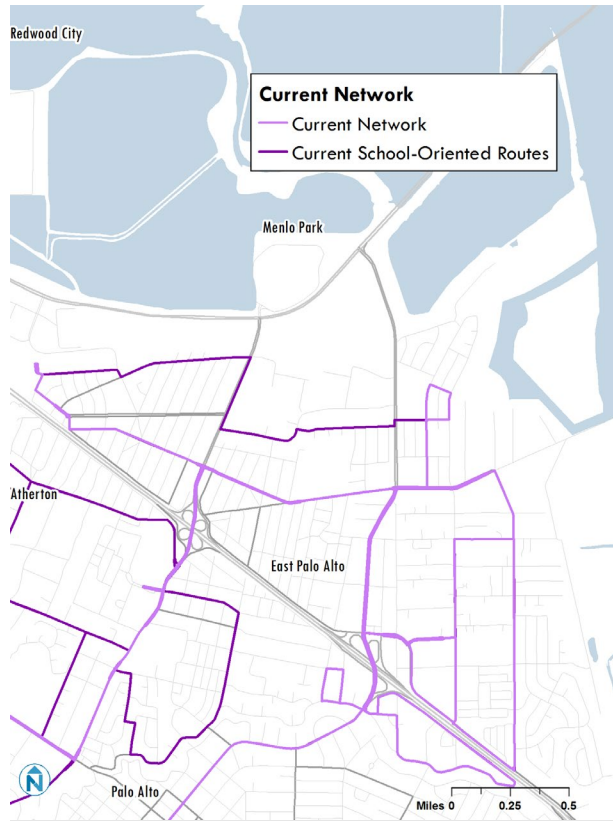


Figure 34 Recommended East Palo Alto Service

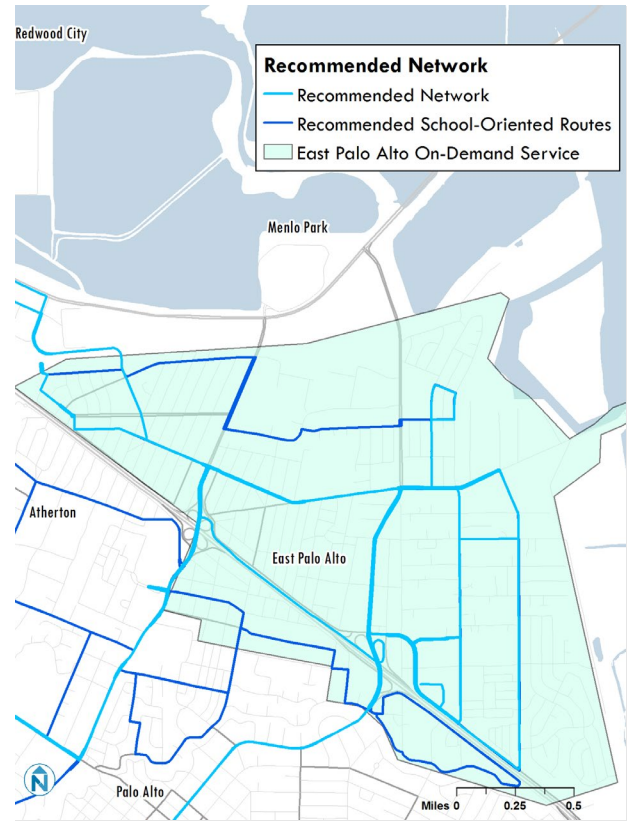


Figure 35 Current Half Moon Bay Service

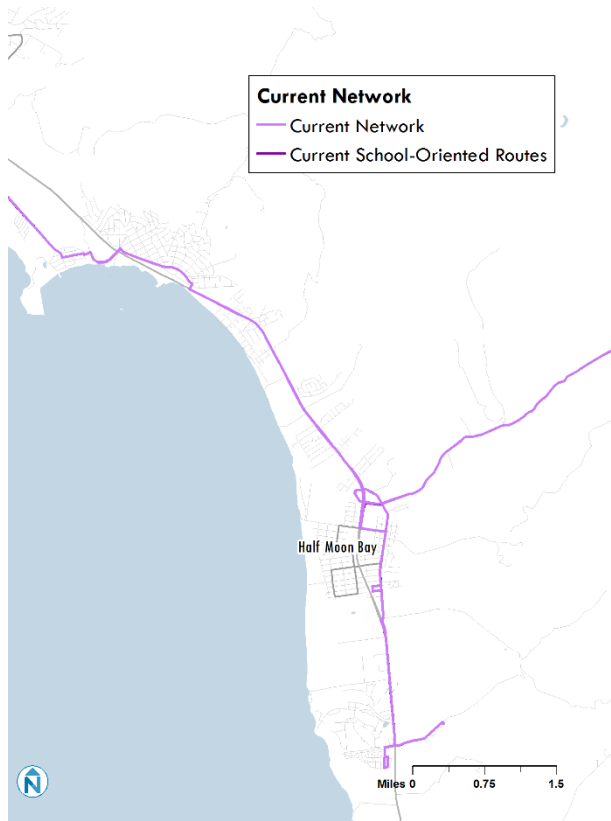


Figure 36 Recommended Half Moon Bay Service



CONCLUSION

Both the Route Categorization and Population-Served analyses showed no evidence of disparate impact or disproportionate burden on minority or low-income communities on a system wide basis or when looking at school-oriented route eliminations and introduction of new on-demand service. Tracts identified as low-income are expected to receive overall service access improvements, while non-low-income tracts show a slight decline in access. Minority tracts are expected to experience an overall decrease in access, but the decrease is smaller than that planned in non-minority tracts. Access decreases are also partially addressed by the presence of new or existing school-oriented routes, which will continue to serve some of the demand on lower-ridership local route segments being removed.

5 PUBLIC OUTREACH

Outreach for Reimagine SamTrans was divided into 3 phases. Phase 1 occurred during the Fall of 2019 with the launch of the project website (including maps, service changes, and a survey) and 56 in-person outreach events. In addition, 3 focus groups were held between September 12 and October 17, 2019, including one Spanish language focus group for riders. The online survey was available in English, Chinese and Spanish.

In March 2020, Reimagine SamTrans temporarily suspended in-person outreach due to social distancing measures and public health concerns arising from the COVID-19 pandemic. The website remained online for public comment and information. Public outreach resumed in March 2021.

Each phase of Reimagine SamTrans outreach was created to address specific goals and objectives. Phase I provided an opportunity for riders, bus operators, and other stakeholders to share preferences and priorities with respect to redesigned transit service. Phase 2 focused on receiving public input on specific network alternatives and Phase 3 presented the new network to the public for review and comment.

A summary of outreach activities is included in Figure 37. A list of outreach events for all phases is located on the Reimagine SamTrans website in the appendices of each phase outreach report.⁵

⁵ <https://www.reimaginesamtrans.com/resources/>

DISSEMINATION OF INFORMATION TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS

As a matter of course, the District's public participation processes offer early and continuous opportunities for the public (including minorities and people with low incomes and limited English proficiency) to be involved in the identification of potential impacts of proposed transportation decisions. Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming language and other barriers that prevent such populations from effective participation in decision-making.

All three phases of the Reimagine SamTran public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. The SamTrans Customer Service Center offered foreign language translation service via in-house translators or the Language Line. Reimagine SamTrans Factsheets, public presentations, and public survey were translated into Spanish and Chinese, and were made available online and at in-person outreach events.⁶ In addition, the Reimagine SamTrans website was available in multiple languages via Google Translate. .

A critical component of Reimagine SamTran's public outreach to LEP individuals was partnerships with local community based organizations that utilized *promotoras* and Spanish-speaking staff to assist with pop-up events. Daly City Partnership, Fair Oaks Community Center, Friends of Old Town and Nuestra Casa supported outreach by organizing and staffing outreach events and helping to collect responses to the project survey. Together, the four CBOs supported 29 outreach events and collected over 500 survey responses. A large portion of the survey response and comments were collected in Spanish.

In light of the pandemic, much of the project outreach was done via online platforms such as Zoom, Instagram and Facebook Live. Phase 2 included 3 Instagram Live events, with an additional Spanish Facebook Live event with community partners. Phase 3 had two Instagram Live sessions, one in English and one in Spanish. Each of the eight Virtual Townhalls during Phase 2 and Phase 3 was provided with interpretation and translated materials. Languages were chosen based on county location. Simultaneous interpretation was offered for attendees and attendees could obtain translated presentations on the website.

North County: Spanish, Cantonese, Mandarin

South County: Spanish, Mandarin, Tongan

Mid-County: Spanish and Mandarin

Coast: Spanish, Mandarin, Cantonese

⁶ <https://www.reimaginesamtrans.com/resources/>

Other multilingual print materials included mailers sent to 125,000 equity priority communities and the project sent 16,600 Spanish language text blasts. Multi-lingual digital and print ads were also placed on bus shelters and on buses, with temporary signs at 200 high-ridership bus stops.⁷ Social media posts on Facebook, Instagram, and Twitter were also utilized. Examples and a full description can be found in the Phase 2 and Phase 3 outreach reports.

Staff also established multiple ways for customers and the public to provide their input: at the community meetings by directing participants to an online comment form in English with translations in Spanish and Chinese,⁸ through the postal service (by mail), by telephone call to the Customer Service Center’s general number or one for those with hearing impairments, or through the unique e-mail address reimagine@samtrans.com.

Figure 37 Outreach Events

Phase	Dates	Virtual Town Halls	In-Person Community Outreach Events	Advisory Group Presentations	Government Official Briefings
Phase 1	September 2019 – January 2020	1	56	-	-
Phase 2	April 5- June 7, 2021	4	21	5	15
Phase 3	October 4 – November 5, 2021	4	16	1	43

PUBLIC HEARING

A Public Hearing was held during the November 3, 2021 SamTrans Board of Directors meeting. According to the SamTrans Public Comment Process, Public Notices were published in English, Spanish, and Chinese (**Attachment 4**) on the following dates:

Figure 38 Public Hearing Notices

Publication	Posting Dates
San Mateo Daily Journal	October 14 and 21
Sing Tao (Chinese language)	October 14 and 21
El Observador (Spanish language)	October 15 and 22

SamTrans staff presented an overview of the project and opened for public comment. (**Attachment 5**).

⁷ <https://www.reimaginesamtrans.com/resources/>

Spanish translation and interpretation services were requested. Sixteen comments were given, with 4 comments in Spanish. The English translated comments are transcribed from the interpreter.

Public Hearing Comments are located in Appendix D and online in the Summary for Phase 3 Report

PUBLIC COMMENTS

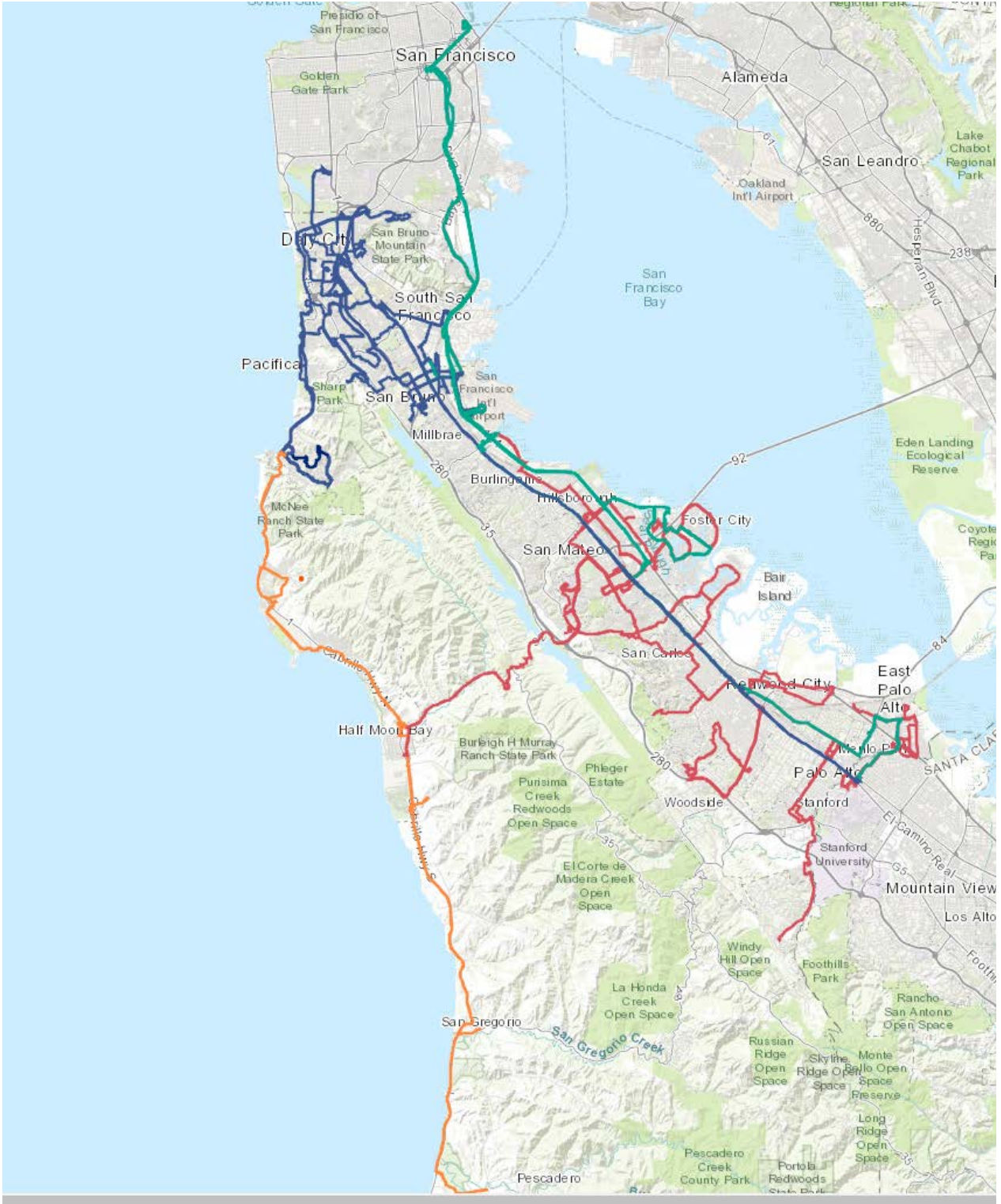
As addressed above, Reimagine SamTrans provided opportunity for Public Comment via the project-specific website, public survey, virtual townhalls, and public outreach events. Throughout all three outreach phases, over 1,000 comments were received from the online comment form. Over 2,000 survey respondents provided feedback on the routes.

Comments are categorized in the Reimagine SamTrans Outreach Activities Summary Reports for each phase.⁹

⁹ <https://www.reimaginesamtrans.com/resources/>

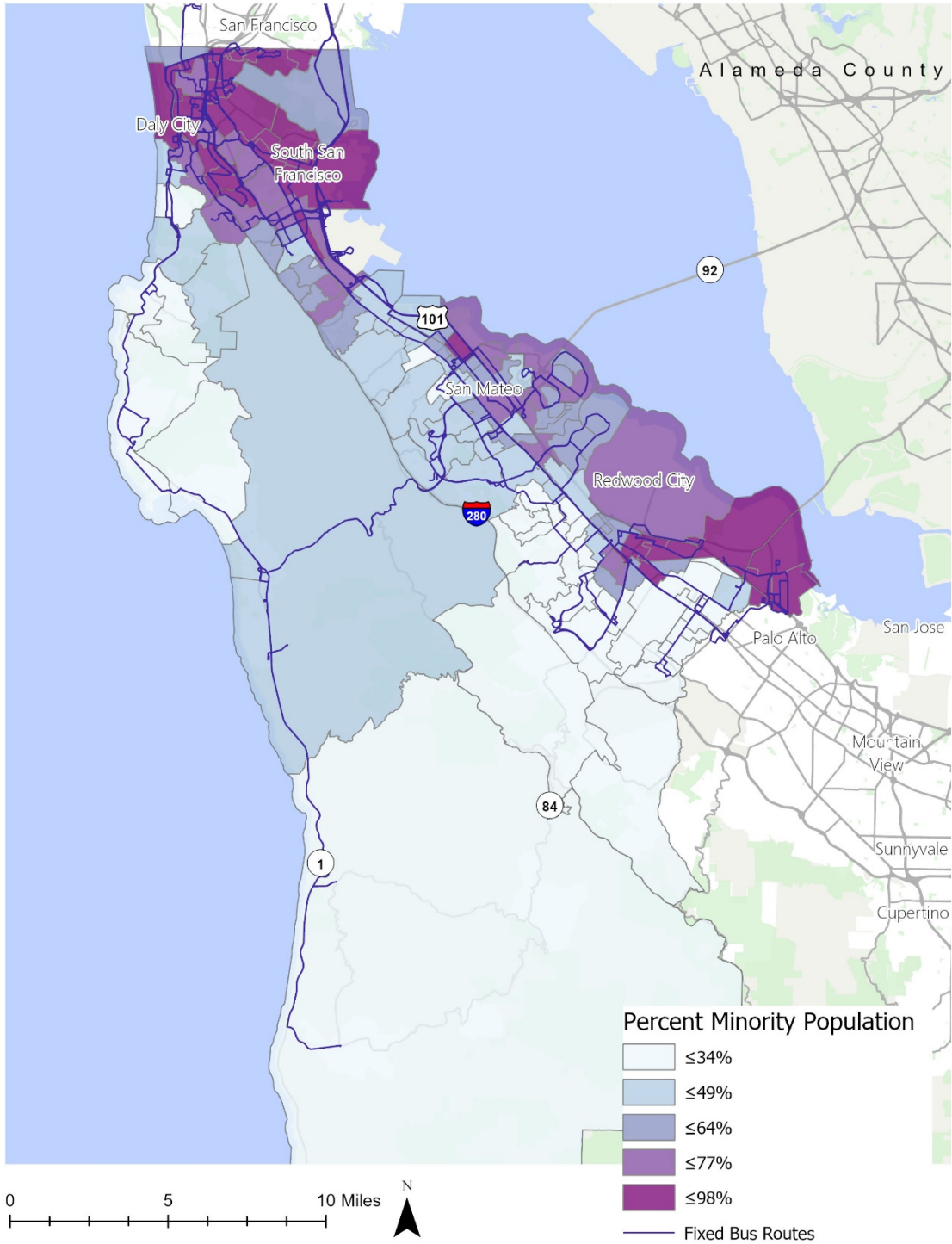
ATTACHMENT 1 – SAMTRANS SYSTEM MAP

SamTrans System Map

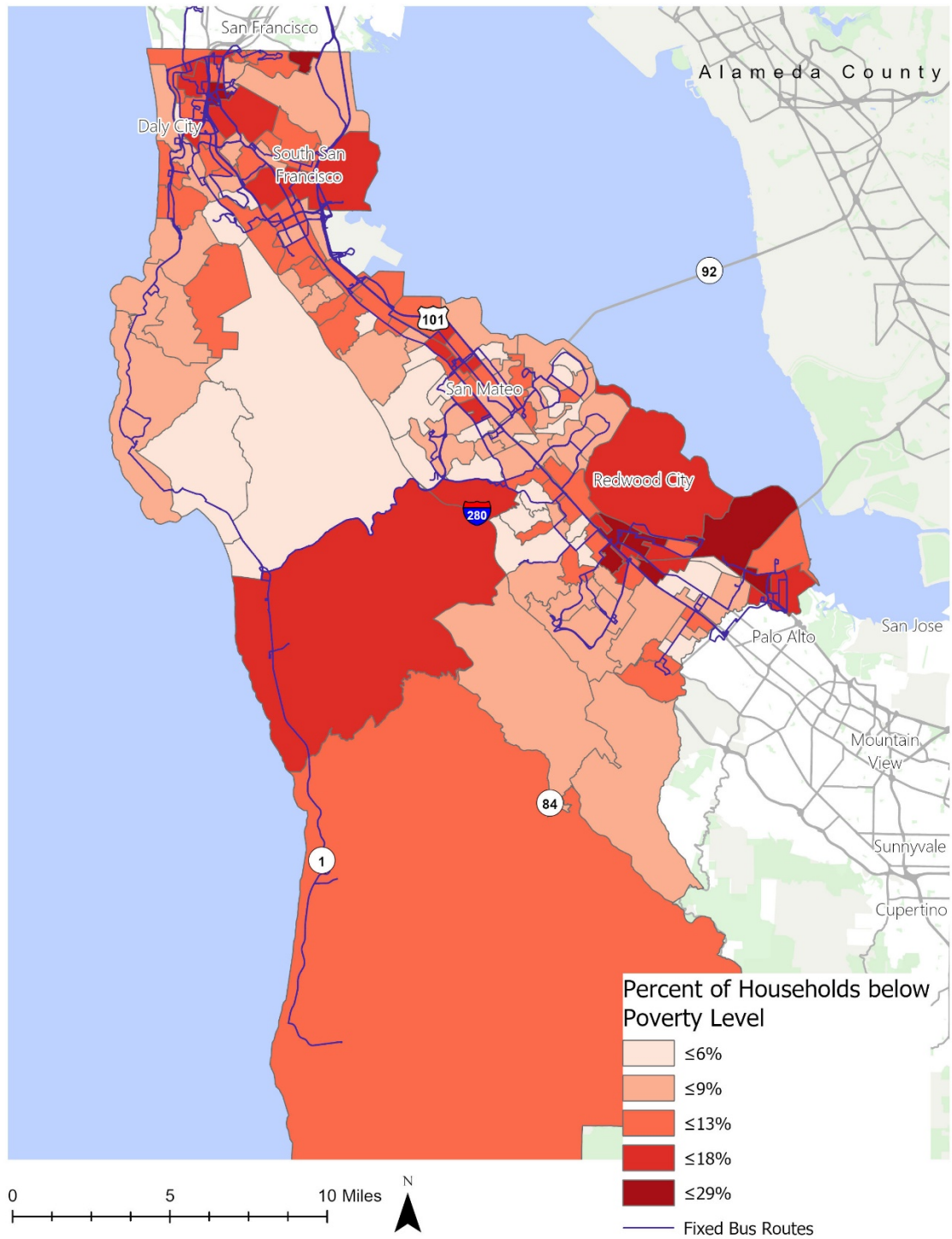


ATTACHMENT 2 – SERVICE AREA DEMOGRAPHICS: MAPS BY COUNTY

Minority Populations by Census Tract



Households below Poverty Level by Census Tract



**ATTACHMENT 3 –
BOARD APPROVAL OF DISPARATE IMPACT AND
DISPROPORTIONATE BURDEN POLICIES**

RESOLUTION NO. 2013-09

BOARD OF DIRECTORS, SAN MATEO COUNTY TRANSIT DISTRICT
STATE OF CALIFORNIA

* * *

ADOPTION OF SYSTEM-WIDE SERVICE STANDARDS AND POLICIES, DEFINITION OF "MAJOR SERVICE CHANGE," AND DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES REQUIRED FOR COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

WHEREAS, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, as set forth in the above-referenced Circular, the Board of Directors is required to adopt System-Wide Service Standards and Policies to guide the equitable distribution of SamTrans programs and services; and

WHEREAS, the San Mateo County Transit District (District) is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

WHEREAS, over the past two months, District staff has presented draft policies to this Board and the public in Board meetings and other public meetings, undertaken extensive public outreach and accepted public comment on the policies; and

WHEREAS, the General Manager/CEO recommends the Board approve the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of SamTrans' programs and services to ensure they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies.

Regularly passed and adopted this 13th day of March, 2013 by the following vote:

AYES: DEAL, GEE, GUILBAULT, HARRIS, KERSTEEN-TUCKER,
LLOYD, MATSUMOTO, TISSIER, GROOM

NOES: NONE

ABSENT: NONE

Carole Groom
Chair, San Mateo County Transit District

ATTEST:

Shantia Martinez
District Secretary

STAFF REPORT ATTACHMENT

SAMTRANS TITLE VI STANDARDS AND POLICIES

Federal Title VI requirements of the Civil Rights Act of 1964 were recently updated by the Federal Transit Administration (FTA) and now require each large public transportation provider's governing board to approve five standards and policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- System-wide Service Standards
- System-wide Service Policies

Staff has developed draft standards and policies and included them within this document for Board review.

The first policy defines "major service change" as a threshold for when an agency will conduct a thorough analysis of the potential effects of service changes on protected populations. For the second and third policies, agencies are required to define thresholds for when they will find that a fare change or major service change will result in a "disparate impact" on the minority population or a "disproportionate burden" on the low-income population. The last two policies define service standards and policies to be used when determining whether service and amenities are distributed equitably to minority and non-minority routes and facilities.

The Major Service Change Policy, Disparate Impact Policy, and Disproportionate Impact Policy are currently going through public review via a series of four public meetings held throughout the county. Information about the Title VI process, complaint procedures, and the proposed standards and policies are available via the SamTrans website as well by calling the customer service phone number or emailing a dedicated email address.

These policies are in draft form and will be revised based on input from the public and the Board. They will be brought back as final proposals for approval by the Board at the March 13 meeting.

PART 1

MAJOR SERVICE CHANGE POLICY

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the San Mateo County Transit District Board of Directors for its consideration and included in the SamTrans Title VI Program with a record of action taken by the Board.

A major service change is defined as:

A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period.

The following service changes are exempted:

- Changes to a service on a route with fewer than 10 total trips in a typical service day are not considered "major" unless service on that route is eliminated completely on any such day.
- The introduction or discontinuation of short- or limited-term service (e.g., promotional, demonstration, seasonal or emergency service, or service provided as mitigation or diversions for construction or other similar activities), as long as the service will be/has been operated for no more than twelve months.
- SamTrans-operated transit service that is replaced by a different mode or operator providing a service with the same or better headways, fare, transfer options, span of service, and stops.

PART 2

DISPARATE IMPACT POLICY

This policy establishes a threshold for determining whether a given action has a disparate impact on minority populations. Per FTA Circular 4702.1B:

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin...

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly... and cannot be altered until the next Title VI Program submission.

In the course of performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, SamTrans must evaluate whether there is an alternative that has a more equitable impact. Otherwise, SamTrans must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

PART 3

DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts born by non-low-income populations.... The disproportionate burden threshold must be applied uniformly... and cannot be altered until the next [Title VI] program submission.... At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed fare[/service] change, the transit provider should take steps to avoid, minimize, or mitigate impacts where practicable. The transit provider should describe alternatives available to low-income populations affected by the fare[/service] changes.

The SamTrans Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

PART 4

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in The Federal Transit Administration's (FTA) Circular 4702.1B SamTrans must establish and monitor its performance under quantitative Service Standards and qualitative Service Policies. These service standards contained herein are used to develop and maintain efficient and effective fixed-route transit service. In some cases, these standards differ from standards used by SamTrans for other purposes.

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards for the following indicators. Individual public transportation providers set these standards; therefore, these standards will apply to each individual agency rather than across the entire transit industry:

- A. Vehicle Load
- B. Vehicle Headways
- C. On-time Performance
- D. Service Availability

For the purposes of defining service standards and policies for SamTrans fixed-route service, the agency has split its system into four route categories:

- Coastal: Routes serving the coastal community – from Half Moon Bay to Pacifica, excluding those routes which link Pacifica to Daly City.
- Community: Infrequent, community-specific routes which do not operate during off-peak hours.
- Local: Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods.
- Multi-city: Routes serving multiple cities, including some offering express or late-night service.
- Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency.

The categories were not developed to, and in fact do not, differentiate routes by minority or income status of the areas or passengers served. The following chart illustrates which routes belong to each category:

Exhibit 1: Routes by Category

Category	Routes
Coastal	14, 16, 17, 294
Community	24, 35, 36, 38, 43, 46, 53, 54, 55, 58, 72, 73, 83, 85
Local	110, 112, 118, 120, 121, 122, 123, 130, 132, 133, 140, 141, 250, 251, 260, 262, 270, 271, 274, 280, 281
Multi-City	295, 296, 297, 359, 397, KX
Mainline	292, 390, 391, ECR

SamTrans also defines service standards differently for peak and off-peak service. "Off-peak" refers to weekday midday and evening service, as well as Saturday, Sunday, and Holiday service.

A. VEHICLE LOAD

Vehicle Load Factor is described as follows by FTA Circular 4702.1B:

Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times. Transit providers that operate multiple modes of transit must describe the specific vehicle load standards for peak and off-peak times for each mode of fixed-route transit service (i.e., bus, express bus, bus rapid transit, light rail, heavy rail, commuter rail, passenger ferry, etc., as applicable), as the standard may differ by mode.

SamTrans calculates Vehicle Load Factor by dividing the average peak passenger load on each route by the number of seats on the type of bus typically assigned to that route. Vehicle Load Factor is monitored regularly to ensure customer comfort and to determine whether additional capacity needs to be added to specific trips or routes based on changing demand patterns. Vehicle Load Factor standards are presented in the exhibit below.

Exhibit 2: Vehicle Load Factor Standards

Category	Peak	Off-Peak
Coastal	1.25	1.00
Community	1.50	N/A
Local	1.25	1.00
Multi-City	1.25	1.00
Mainline	1.50	1.25

B. VEHICLE HEADWAY

Vehicle headway is described as follows by FTA Circular 4702.1B:

Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes); service frequency is measured in vehicles per hour (e.g., four buses per hour). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her

destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes). Transit providers may set different vehicle headway standards for different modes of transit service. A vehicle headway standard might establish a minimum frequency of service by area based on population density. For example, service at 15-minute peak headways and 30-minute off-peak headways might be the standard for routes serving the most densely populated portions of the service area, whereas 30-minute peak headways and 45-minute off-peak headways might be the standard in less densely populated areas. Headway standards are also typically related to vehicle load. For example, a service standard might state that vehicle headways will be improved first on routes that exceed the load factor standard or on routes that have the highest load factors.

SamTrans calculates headway by determining the average length of time between buses on each route during peak and off-peak times. In the event a route regularly exceeds Vehicle Load Factor standards, SamTrans will evaluate whether frequency on that route should be adjusted within the confines of existing or expected funding levels. Vehicle headway standards are presented in the exhibit below.

Exhibit 3: Vehicle Headway Standards

Category	Peak	Off-Peak
Coastal	90 minutes	90 minutes
Community	60 minutes	N/A
Local	60 minutes	60 Minutes
Multi-City	60 minutes	60 Minutes
Mainline	30 minutes	60 minutes

C. ON-TIME PERFORMANCE

On-time performance is described as follows by FTA Circular 4702.1B:

On-time performance is a measure of runs completed as scheduled. This criterion first must define what is considered to be "on time." For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and

measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed "on-time" window.

A bus is determined to be late if it departs its scheduled "time point" five or more minutes later than the published time. Buses are considered early if they depart from a published time point at any time prior to the scheduled departure. It is SamTrans' goal to be on-time at least 85 percent of the time. On-time performance is tracked and published on a weekly basis and also included within monthly performance reports to the SamTrans Board of Directors. Bus Transportation staff also regularly monitors on-time performance and counsels operators who consistently fail to meet on-time performance standards that are within their control. Discussions with bus operators are also used to identify vehicle scheduling issues which are corrected through service changes three times annually. On-time performance standards are presented in the exhibit below.

Exhibit 4: On-Time Performance Standards

Category	Peak	Off-Peak
Coastal	85 percent	85 percent
Community	85 percent	N/A
Local	85 percent	85 percent
Multi-City	85 percent	85 percent
Mainline	85 percent	85 percent

D. SERVICE AVAILABILITY

Service availability/transit access is described as follows by FTA Circular 4702.1B:

Service availability is a general measure of the distribution of routes within a transit provider's service area. For example, a transit provider might set a service standard to distribute routes such that a specified percentage of all residents in the service area are within a one-quarter mile walk of bus service or a one-half mile walk of rail service. A standard might also indicate the maximum distance between stops or stations. These measures related to coverage and stop/station distances might also vary by population density. For example, in more densely populated areas, the standard for bus stop distance might be a shorter distance than it would be in less densely populated areas, and the percentage of the total population within a one-quarter mile walk of routes or lines might be higher in more densely populated areas than it would be in less densely populated areas. Commuter rail service or passenger ferry service availability standards might include a threshold of residents within a certain driving distance as well as within walking distance of the stations or access to the terminal.

SamTrans' goal is to ensure 70 percent of county residents live within walking distance (i.e., one quarter mile) of a bus stop. SamTrans service is particularly strong in communities with significant minority and low-income populations. Transit access is determined by mapping all active bus stops within the system and then calculating the population (based on 2010 Census data) within one-quarter mile radii of those stops. This information is then compared to the total county population.

PART 5

SYSTEMWIDE SERVICE POLICIES

The FTA requires fixed-route transit providers to develop a policy for each of the following service indicators. Transit providers also may opt to set policies for additional indicators. The following system-wide policies differ from service standards in that they are not necessarily based on meeting a quantitative threshold, but rather qualitative evaluation results:

- A. Vehicle Assignment
- B. Transit Amenities

A. VEHICLE ASSIGNMENT

Vehicle assignment is described as follows by FTA Circular 4702.1B:

Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system. Policies for vehicle assignment may be based on the age of the vehicle, where age would be a proxy for condition. For example, a transit provider could set a policy to assign vehicles to depots so that the age of the vehicles at each depot does not exceed the system-wide average. The policy could also be based on the type of vehicle. For example, a transit provider may set a policy to assign vehicles with more capacity to routes with higher ridership and/or during peak periods. The policy could also be based on the type of service offered. For example, a transit provider may set a policy to assign specific types of vehicles to express or commuter service. Transit providers deploying vehicles equipped with technology designed to reduce emissions could choose to set a policy for how these vehicles will be deployed throughout the service area.

SamTrans' policy with respect to vehicle assignment is depot-specific. SamTrans currently has four general types of buses in the fleet, all of which are maintained to the same strict standards (whether by the District or its contract operator):

- 29-foot transit coaches
- 35-foot low-floor transit coaches
- 40-foot transit coaches
- 60-foot articulated coaches

All buses have the same level of amenities available to riders. Coaches are distributed among the various depots according to the number of operator runs assigned to each depot. The specific type of vehicle is then chosen by the operator based on the demands of the specific schedules he/she will be operating that day (i.e., shorter buses

are used on routes with tighter turning motions, articulated coaches are used on routes with higher ridership). All 29-foot buses are assigned to Route 17, which operates along the coast and generally has lower ridership and features difficult turning motions at certain points along the route. SamTrans is expecting delivery of new diesel-hybrid coaches in the next several years. Those new buses will be assigned in such a manner to ensure they are distributed equitably among the communities SamTrans serves.

In short, buses are not assigned to specific communities within San Mateo County based on vehicle age or size but rather to serve specific routes that call for them based on the needs of that route. Many of the routes and runs serve multiple communities with diverse populations. Given SamTrans' strict standards with respect to maintenance, age does not serve as a viable proxy for diminished quality.

B. TRANSIT AMENITIES

Transit amenities is described as follows by FTA Circular 4702.1B:

Transit amenities refer to items of comfort, convenience, and safety that are available to the general riding public. Fixed-route transit providers must set a policy to ensure equitable distribution of transit amenities across the system. Transit providers may have different policies for the different modes of service that they provide. Policies in this area address how these amenities are distributed within a transit system, and the manner of their distribution determines whether transit users have equal access to these amenities. This...is not intended to impact funding decisions for transit amenities. Rather, this...applies after a transit provider has decided to fund an amenity.

Transit amenities are distributed on a system-wide basis. Transit amenities include shelters, benches, trash receptacles, and park-and-ride facilities. The location of transit amenities is determined by factors such as ridership, individual requests, staff recommendations, and vendor preference (in the case of shelters which feature advertisements).

Bus Shelters

District policy states that shelters are considered for installation based on the following criteria:

- Stops where more than 200 passengers board each day.
- 75 percent of shelters shall be located in Census Tracts on routes associated within urbanized areas.
- Distribution of shelters county-wide should match the distribution of minority Census tracts.
- Locations for shelters with advertisements are chosen by the vendor based on the visibility and traffic.

District policy also states that all bus shelters shall include trash receptacles and that all stops with shelters and benches be cleaned and have their trash receptacles emptied at least once each week.

Bus Stop Benches

Benches are considered for installation based on the following criteria:

- Stops where more than 200 passengers board each day.
- Distribution of benches county-wide should match the distribution of minority Census tracts.

District policy states that stops with benches shall be cleaned at least once each week.

Trash Receptacles

Trash receptacles are considered for installation based on the following criteria:

- Stops where over 200 passengers board each day.
- Distribution of trash receptacles county-wide should match the distribution of minority Census tracts.

District policy states that trash receptacles shall be emptied at least one each week.

Next Bus Arrival Signage

Electronic signage informing passengers of the predicted arrival of the next bus for a given route can significantly improve the experience for customers. The District's policy with respect to electronic bus arrival signage is to install signage at locations meeting the following criteria:

- The location is a multi-modal transit center.
- The location is served by multiple SamTrans routes.
- Ridership is high at the location.
- Funding is available for installation/maintenance (e.g. from partner agencies).
- Installation is coordinated with other applicable agencies.

If and when SamTrans is in a position to introduce a comprehensive, system-wide electronic signage program, new policies will be developed to ensure equitable siting.

**ATTACHMENT 4:
PUBLIC HEARING ANNOUNCEMENTS AND
TRANSLATIONS**

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PUBLIC HEARING REIMAGINE SAMTRANS - PROPOSED NETWORK CHANGES

The San Mateo County Transit District will consider changes to its SamTrans bus service as part of Reimagine SamTrans at a public hearing to be held November 3, 2021 at 2 p.m. remotely via Zoom, at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAWEUpSVUg3L1V5U1RoUXFrdz09> or by entering Webinar ID: 912 7560 6315, Passcode: 064030 in the Zoom app for audio/visual capability, or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

The specific timeline for implementing the adopted service changes will be determined at a later date, but will be in phases, beginning in August 2022.

Reimagine SamTrans is a comprehensive in-depth study of the SamTrans bus system, including proposed changes to bus routes and schedules in order to improve system effectiveness, efficiency, reduce duplication of service, and better serve the community.

The service change proposal includes adjustments to the following local routes and services:

1. Frequency/service span/service day adjustments: Routes ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296

2. Service eliminations: FLX Pacifica and Routes SFO, 140, 256, 274, 278, 280, 286, 398

3. Alignment adjustments: Routes ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295

4. Introduction of new services: Routes 124 (Daly City BART to Skyline College); 249 (San Mateo to College of San Mateo), EPX/final route number TBD (East Palo Alto-San Bruno BART); East Palo Alto OnDemand Zone;

Half Moon Bay OnDemand zone

The proposal also includes changes to the following school-focused routes:

1. Frequency/service span adjustments: Eliminate morning trip on Route 85 (Woodside and Portola Valley); eliminate morning trip on Route 87 (Woodside and Portola Valley)

2. Service elimination: Route 80 in Menlo Park

3. Consolidations/alignment adjustments: Route 39 consolidated into revised Route 37 (SSF); Route 55 consolidated into revised Route 53 (City of San Mateo); Route 95 consolidated into revised Route 61 (Belmont, San Carlos and Redwood City); Route 84 consolidated into revised Route 83 (Atherton and Menlo Park)

4. Introduction of new services: Route 40 (former Route 140 school-timed trips in Pacifica and San Bruno); Route 42 (former Route 140 school-timed trips in Pacifica and San Bruno); Route 86 (former Route 286 school timed-trips in Atherton and Portola Valley)

Maps and additional details of the recommended changes are available online at www.reimaginesamtrans.com or by calling the Customer Service at 1-800-660-4287.

The public may offer comments on the proposed changes at the November 3, 2021 Public Hearing or by November 7, 2021 by:

- Submitting a comment at www.reimaginesamtrans.com

- Submitting a comment by email to reimagine@samtrans.com

- U.S. Postal Service: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306

- Phone: 1-800-660-4287 / TTY: 650-508-6448 (hearing impaired)

For translation or interpretation assistance, call SamTrans Customer Service at 1-800-660-4287

at least three days before the meeting.
10/14, 10/21/21
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SAN MATEO DAILY JOURNAL



問題本已多 質疑不斷來 都是錢作怪

加州高鐵應否電氣化 成為議員爭論新焦點

同性結婚第一對 進入加州名人堂

州長紐森和州長夫人珍妮花(Jennifer Siebel Newsom)周二(12日)舉行加州名人堂(California Hall of Fame)入主儀式。6名人主名冊中,包括已故同志權益社運人士、加州首對結婚同性伴侶里昂(Phyllis Lyon)和馬汀(Del Martin)。

當紐森2004年擔任三藩市市長期間,向女同志里昂和馬汀發出首份同性婚姻證書,試圖挑戰加州和全國同性婚姻禁令。這段婚姻在一個月後遭州最高法院以紐森做法超越其權力為由頒令無效。但4年後,即2008年,州最高法院推翻同性婚姻禁令。

雖然里昂和馬汀其後再次結婚,但直至2013年加州才正式批准同性婚姻,其後紐森為兩人主持婚禮,成為全州首對正式結婚的同性伴侶,但馬汀婚後兩個月因手臂骨折併發症而去逝,里昂則於去年離世。

兩人婚後早已攜手走過逾半世紀,並成為三藩市以至全國知名社運人士爭取同志權益的象徵,被譽為具開創性的多元社群(LGBTQ)領袖。

根據州長辦和加州博物館,入主加州名人堂的名人皆對他們所屬領域作出貢獻,例如藝術、商業、勞工、娛樂、美食與紅酒、文學、音樂、公共服務和體育。

州長伉儷每年選出值得入主名人堂的名人,通常於加州博物館舉行儀式與他們慶祝。受疫情影響,館方今年透過網上展覽和視像公佈入主名人堂名單。

《沙加緬度蜂報》報道,里昂和馬汀是首批死後獲授入主加州名人堂的名人。今年其餘入主名單包括日裔雕塑家淺輪(Ruth Asawa),創作歌手兼結他手加西亞(Jerry Garcia),勞工組織者伊特隆(Larry Itliong)和拉美裔搖滾歌手瓦倫斯(Richie Valens)。迄今入主加州名人堂人數已有超過130人。 本報訊



加州首對結婚同性伴侶馬汀(左)和里昂2018年6月16日在時任三藩市市長紐森主持下結婚。 美聯社資料圖片

美聯社沙加緬度電

問題不斷的加州高鐵工程近日出現新爭論點,就是通車時速度會否如當初承諾般高速。

有州議員質疑高鐵路應否一開始就電氣化,但官員認為非電氣化有違當年對選民的承諾,亦有違加州潔淨運輸的初衷。

膨脹至980億元。 高鐵路工程被腰斬還是獲得更多資源似乎已成為政治問題,使工程繼續進行卻無長遠規劃。

最新爭論點的重心是何時能夠電氣化。高鐵路官員認為必須電氣化才使列車高速行駛,且正是當初向選民推銷的整個重點。官員希望明年能批出合約進行設計和建造電氣化路軌和系統,並維護30年。

目前規劃是中谷段先通車,乘客接著轉乘另一條火車線前往灣區。高鐵路官員和地方運輸部門打算規劃在默賽設立共構站,讓高鐵路乘客一站轉乘,但共構站尚未獲撥款。

擔任撥款首席談判員的州眾院運輸委員會費德曼(Laura Friedman)質疑一開始全線電氣化是否合理,認為高鐵路經費應更好花費確保在默賽興建共構站,之後有了更多經費才完成電氣化。

但高鐵路官員和支持者認為,任何非電氣化鐵路只會有違當年選民所支持的,亦不會發揮潔淨能源好處。

費德曼建議目前發放25億元,並要求高鐵路官員批出路軌和系統合約前爭取州議會批准。

加州高鐵路工程備受全國關注,被視為美國能否拋棄開車文化追上其他



加州高鐵路支問題多,州議員將討論焦點轉移到是否電氣化。 美聯社資料圖片

高鐵路國家的測試。柏克萊加大運輸項目專家艾蘭(Ethan Elkind)指,高鐵路理念已因加州高鐵路「有點成為屎果毒藥」,但認為工程仍有可行性,只是如果不是電氣化,恐危及加州未來取得總統拜登龐大基建計劃資金的能力。

州眾院近日正討論是否向高鐵路工程發放42億元發債經費,高鐵路能否高速正是民主黨議員想要討論的一部份。州高鐵路局稱需要該筆經費,工程才能延遲至明年夏之後。州長紐森已把該筆款項包含於其預算中,但府會磋商卻暫停至今,雙方希望州議會明年1月復會時達成協議。

這是原定耗資330億元和去年本應完工的高鐵路最新挫折,如今3小時內穿梭洛杉磯和三藩市的願景只能夢裡相見。工程要斬件上馬,連接中谷默賽(Merced)和貝克斯菲爾德(Bakersfield)的首段最快2029年方可通車,工程費已

山火造成多大損失 準確數據欠奉

南太浩湖市月前受到「卡多山火」(Caldor Fire)威脅,最終錄零未損,但山火導致愛多拉多縣(El Dorado County)數以千萬計經濟損失。然而加州現時對統計山火整體代價缺乏統一系統,令官員難以掌握實況助決策。

早於山火8月逼使南太浩湖市民撤離前,在市內經營泰國料理的查瓦里亞(Domi Chavarria)早已感受山火帶來的毀滅性影響。濃煙籠罩全市使遊客消失,撤離期間餐廳食料庫存腐爛,導致餐廳停業一段時間,查瓦里亞的餐館估

計損失高達13,000萬元,且保險公司不願賠償。

非牟利新聞網站CalMatters引述初步估計,「卡多山火」對愛多拉多縣經濟造成最少5,030萬元。

專家指出,了解山火所造成的真正代價或可觸發政府和私人機構作出更多雄心壯志的行動。例如有系統地追蹤多年損失數字,或有助決策者研究哪些制火和緩和策略最節省成本。

但迄今為止,加州對每年山火所造成的代價還沒有完全理解。山火造成的

停業,未受保民宅的損毀,生態系統的傷害和山火濃煙所造成的次要健康問題等,通通沒有被追蹤。

加州科學及科技議會首席科學官費奧(Teresa Feo)帶領該議會的2002年加州山火代價報告。她指出,加州目前沒有全州性系統追蹤了解山火代價,只需一個月深入研究這方面便會意識到「你不可能有個數字,現有數據不可能有的」。

根據由雷諾內華達大學(UNR)經濟學家哈里斯(Tom Harris)所做的「卡多山火」經濟影響初步分析,估計愛多拉多縣和內州道格拉斯(Douglas County)合共損失約9,300萬元。但哈里斯指初步金額會太低,因為尚未包含其他方面損失,如居民撤離造成的經濟活動損失和山火濃煙造成的保健費。

加州自然資源局通訊主任威廉斯(Heather Williams)承認,加州目前沒有一種包含公平成本或生態損害的方式追蹤或估計山火代價,但她認為隨著更多研究獲撥款,將更可行助州府更好理解山火對經濟和生態影響,使當局繼續按照科學進行決策。 本報訊

加州首對結婚同性伴侶馬汀(左)和里昂2018年6月16日在時任三藩市市長紐森主持下結婚。 美聯社資料圖片

公眾聽證會

重塑 SAMTRANS - 服務網絡變更提案

聖馬刁縣交通局將在 2021 年 11 月 3 日下午 2 點通過 Zoom 遠程舉行的公眾聽證會上,審議「重塑 SamTrans」議程中的 SamTrans 巴士服務變更議題,會議網址為 <https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAweUpSVUg3L1V5U1RoUXFrdz09>, 或可在 Zoom 應用程序中輸入網絡研討會 ID: 912 7560 6315, 密碼: 064030, 實現音頻 / 視頻接入, 或致電 1-669-900-9128 (在系統提示參會者 ID 時, 輸入網絡研討會 ID, 然後按 # 鍵), 實現僅音頻接入。

服務變更方案一經採用, 具體實施時間表將在隨後確定, 但將從 2022 年 8 月開始分階段進行。

「重塑 SamTrans」是對 SamTrans 公交系統開展的一項全面深入研究, 包括對公交線路和時刻表的變更提案, 以求提高系統的效力和效率, 減少重複服務, 更好地服務社區。

服務變更提案包括對以下本地線路和服務的調整:

1. 頻率 / 服務時度 / 服務日調整: ECR、FCX、17、110、118、120、121、130、141、250、251、260、275、276、281、294、295、296 路
2. 服務撤銷: FLX Pacifica 和 SFO、140、256、274、278、280、286、398 路
3. 路線調整: ECR、FCX、17、110、112、120、121、130、141、250、251、260、275、276、281、292、294、295 路
4. 新服務介紹: 124 路 (Daly City 捷運站至 Skyline College)、249 路 (聖馬刁至聖馬刁學院)、EPX / 最終路線編號待定 (東帕洛阿爾托至 San Bruno 捷運站); 東帕洛阿爾托按需服務區; 半月灣按需服務區

提案還包括變更以下圍繞學校展開的線路:

1. 頻率 / 服務時度調整: 取消 85 路 (Woodside 和 Portola Valley) 的早班車; 取消 87 路 (Woodside 和 Portola Valley) 的早班車
2. 服務撤銷: Menlo Park 的 80 路車
3. 合併 / 路線調整: 39 路併入調整後的 37 路 (SSF); 55 路併入調整後的 53 路 (聖馬刁市); 95 路併入調整後的 61 路 (Belmont、San Carlos 和 Redwood City); 84 路併入調整後的 83 路 (Atherton 和 Menlo Park)
4. 新服務介紹: 40 路 (先前在 Pacifica 和 San Bruno 按學校時間運行的 140 路); 42 路 (先前在 Pacifica 和 San Bruno 按學校時間運行的 140 路); 86 路 (先前在 Atherton 和 Portola Valley 按學校時間運行的 286 路)

變更提案的地圖和其他細節可登錄 www.reimaginesamtrans.com 或致電呼叫中心 1-800-660-4287 查詢。

公眾可在 2021 年 11 月 3 日的公眾聽證會上對變更提案發表意見, 或在 2021 年 11 月 7 日之前:

- 在 www.reimaginesamtrans.com 提交意見建議
- 通過發送電子郵件至 reimagine@samtrans.com 提交意見建議
- 美國郵政服務: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA94070-1306
- 電話: 1-800-660-4287 / 文字電話: 650-508-6448 (聽障專線)

如果需要翻譯或口譯協助, 請在聽證會開始之前至少提前三天撥打 1.800.660.4287 聯繫 SamTrans。

26TH 華埠社區健康同樂日
ANNUAL CHINATOWN COMMUNITY HEALTH FAIR

疫後
健康 HEALTH
安全 SAFETY
WELLNESS
BEYOND COVID

聯合主辦機構: 星期六 二零二一年十月十六日 上午十時至下午三時
金門/亞洲婦女服務中心 & NICOS 華人健康組聯會

二零二一年十月五日 開始接受報名
<https://bit.ly/3n9L922>
查詢請致電金門/亞洲婦女服務中心 415-788-7008

- 健康檢查**
名額有限, 請盡早預約報名
- ✓ 流感疫苗注射
 - ✓ 血糖測試
 - ✓ 牙齒檢查
 - ✓ 新冠病毒測試及疫苗注射

- 免費網上講座**
旁觀者免費講座
邀請網上講座
- 心理及情緒健康
 - 口腔健康
 - 自我防衛及安全意識
 - 「自我」肯定
 - 醫生解答健康問題

健康生活資助機構:
蒙特健康-加州太平洋醫療中心
社區發展資助機構:
華人保健計畫、東華醫院、區區醫療中心
區區生活資助機構:
Asian Pacific Fund、華埠社區發展中心、Dignity Health、Ethnic Francis、Mission Hospices

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

EL OBSERVADOR

On the following dates:

10/15/2021, 10/22/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

27th day of October 2021



IRENE ANDAL
Signature

3520159

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



* A 0 0 0 0 0 5 8 4 8 4 4 2 *

AUDIENCIA PÚBLICA

REIMAGINE SAMTRANS: CAMBIOS DE RED PROPUESTOS

El Distrito de tránsito del condado de San Mateo considerará cambios en su servicio de autobús SamTrans como parte de Reimagine SamTrans en una audiencia pública que se llevará a cabo el 3 de noviembre de 2021 a las 2 p.m. de forma remota a través de Zoom, en <https://samtrans.zoom.us/j/91275606315?pwd=L09zRAweUpSVUg3L1V5UjRoLUXFrdz09> o ingresando el ID del seminario web: 912 7560 6315, contraseña: 064030 en la aplicación Zoom para acceder al audio/video, o llamando al 1-669-900-9128 (ingrese el ID del seminario web y presione # cuando se le solicite el ID del participante) solo para audio.

El calendario específico para implementar los cambios de servicio adoptados se determinará en una fecha posterior, pero será en fases, a partir de agosto de 2022.

Reimagine SamTrans es un estudio exhaustivo del sistema de autobuses SamTrans, que incluye cambios propuestos en las rutas y horarios de los autobuses para mejorar la eficacia y la eficiencia del sistema, reducir la duplicación de servicios y brindar un mejor servicio a la comunidad.

La propuesta del cambio de servicio incluye ajustes a las siguientes rutas y servicios locales:

1. Ajustes de frecuencia/intervalo de servicio/día de servicio: Rutas ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296

2. Eliminaciones de servicios: FLX Pacifica y rutas SFO, 140, 256, 274, 278, 280, 286, 398

3. Ajustes de alineación: Rutas ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295

4. Introducción de nuevos servicios: Rutas 124 (Daly City BART hasta Skyline College); 249 (San Mateo a College of San Mateo), EPX/número de ruta final por determinar (East Palo Alto-San Bruno BART); zona bajo demanda de East Palo Alto; zona bajo demanda de Half Moon Bay

La propuesta también incluye cambios en las siguientes rutas enfocadas en la escuela:

1. Ajustes de frecuencia/intervalo de servicio: Eliminar el viaje matutino en la ruta 85 (Woodside y Portola Valley); eliminar el viaje matutino en la ruta 87 (Woodside y Portola Valley)

2. Eliminación del servicio: Ruta 80 en Menlo Park

3. Ajustes de consolidaciones/alineación: Ruta 39 consolidada en ruta 37 revisada (SSF); ruta 55 consolidada en ruta 53 revisada (Ciudad de San Mateo); ruta 95 consolidada en ruta 61 revisada (Belmont, San Carlos y Redwood City); ruta 84 consolidada en ruta 83 revisada (Atherton y Menlo Park)

4. Introducción de nuevos servicios: Ruta 40 (antiguos viajes escolares programados de la ruta 140 en Pacifica y San Bruno); ruta 42 (antiguos viajes escolares programados de la ruta 140 en Pacifica y San Bruno); ruta 86 (antiguos viajes escolares programados de la ruta 286 en Atherton y Portola Valley)

Los mapas y detalles adicionales de los cambios recomendados están disponibles en línea en www.reimaginesamtrans.com o llamando al Customer Service al 1-800-660-4287.

El público puede ofrecer comentarios sobre los cambios propuestos en la audiencia pública del 3 de noviembre de 2021 o antes del 7 de noviembre de 2021 de las siguientes maneras:

- Enviando un comentario en www.reimaginesamtrans.com

- Enviando un comentario por correo electrónico a reimagine@samtrans.com

- Mediante el servicio postal de EE. UU.: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306

- Teléfono: 1-800-660-4287/TTY: 650-508-6448 (con discapacidad auditiva)

Para solicitar servicio de traducción o interpretación, llame a SamTrans Customer Service al 1800.660.4287 al menos tres días antes de la reunión.

10/15, 10/22/21

CNS-3520159#

EL OBSERVADOR

**AUDIENCIA PÚBLICA
REIMAGINE SAMTRANS: CAMBIOS DE RED PROPUESTOS**

El Distrito de tránsito del condado de San Mateo considerará cambios en su servicio de autobuses SamTrans como parte de Reimagine SamTrans en una audiencia pública que se llevará a cabo el 3 de noviembre de 2021 a las 2 p.m. de forma remota a través de Zoom, en <https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAwZWpSVUJnL1V5UjRlUkxUdz09> o ingresando el ID del seminario web: 912 7560 6315, contraseña: 064030 en la aplicación Zoom para acceder al audio/video, o llamando al 1-669-900-9128 (ingrese el ID del seminario web y presión # cuando se le solicite el ID del participante) solo para audio.

El calendario específico para implementar los cambios de servicio adoptados se determinará en una fecha posterior, pero será en fases, a partir de agosto de 2022.

Reimagine SamTrans es un estudio exhaustivo del sistema de autobuses SamTrans, que incluye cambios propuestos en las rutas y horarios de los autobuses para mejorar la eficacia y la eficiencia del sistema, reducir la duplicación de servicios y brindar un mejor servicio a la comunidad.

La propuesta del cambio de servicio incluye ajustes a las siguientes rutas y servicios locales:

- 1. Ajustes de frecuencia/intervalo de servicio: Rutas ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296
- 2. Eliminaciones de servicios: FLX Pacífica y rutas SFG, 140, 256, 274, 278, 280, 286, 398
- 3. Ajustes de alineación: Rutas ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295
- 4. Introducción de nuevos servicios: Rutas 124 (Daly City BART hasta Skyline College), 249 (San Mateo a College of San Mateo), EPV (Número de ruta final por determinar (East Palo Alto-San Bruno BART)), zona bajo demanda de East Palo Alto, zona bajo demanda de Half Moon Bay

La propuesta también incluye cambios en las siguientes rutas enfocadas en la escuela:

- 1. Ajustes de frecuencia/intervalo de servicio: Eliminar el viaje matutino en la ruta 85 (Woodside y Portola Valley), eliminar el viaje matutino en la ruta 87 (Woodside y Portola Valley)
- 2. Eliminación del servicio: Ruta 90 en Menlo Park
- 3. Ajustes de consolidación/eliminación: Ruta 39 consolidada en ruta 37 revisada (SSF); ruta 56 consolidada en ruta 53 revisada (Cruiser de San Mateo); ruta 95 consolidada en ruta 91 revisada (Belmont, San Carlos y Redwood City); ruta 94 consolidada en ruta 83 revisada (Atherton y Menlo Park)
- 4. Introducción de nuevos servicios: Ruta 40 (antiguos viajes escolares programados de la ruta 140 en Pacífica y San Bruno); ruta 42 (antiguos viajes escolares programados de la ruta 140 en Pacífica y San Bruno); ruta 86 (antiguos viajes escolares programados de la ruta 265 en Atherton y Portola Valley)

Los mapas y detalles adicionales de los cambios recomendados están disponibles en línea en www.reimagnesamtrans.com o llamando al Customer Service al 1-800-660-4287.

El público puede ofrecer comentarios sobre los cambios propuestos en la audiencia pública del 3 de noviembre de 2021 o antes del 7 de noviembre de 2021 de las siguientes maneras:

- Enviando un comentario en www.reimagnesamtrans.com
- Enviando un comentario por correo electrónico a reimagine@samtrans.com
- Mediante el servicio postal de EE.UU.: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
- Teléfono: 1-800-660-4287/TTY: 650-508-6448 (con discapacidad auditiva)

Para solicitar servicio de traducción o interpretación, llame a SamTrans Customer Service al 1-800-660-4287 al menos tres días antes de la reunión.

10/15, 10/22/21
CNS-3520159#
EL OBSERVADOR

**FICTITIOUS BUSINESS
NAME STATEMENT
NO. 678624**

The following person(s) is (are) doing business as Let's All Stand Together (LAST) LLC, 822 Viceroy Way, San Jose, CA 95133, Santa Clara County. This business is owned by a Limited Liability Company. The name and residence address of the registrant(s) is (are) Let's All Stand Together (LAST) LLC, 822 Viceroy Way, San Jose, CA 95133. The registrant began transacting business under the fictitious business name(s) listed above on N/A. This filing is a refilé [Changes] in facts from previous filing of previous file #: 678359. I declare that all informa-

tion in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Chantal Juarez, Lets All Stand Together (LAST) LLC CEO/Founder Article / R e g # : 202125010229 Above entity was formed in the state of CA This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 9/14/2021. Regina Alcomendras, County Clerk Recorder By: /s/ Corinne Vasquez, Deputy File No. FBN 678624

October 15, 22, 29, November 5, 2021

**FICTITIOUS BUSINESS
NAME STATEMENT
NO. 678794**

The following person(s) is (are) doing business as Tacos La Esmeralda, 326 Commercial St, San Jose, CA 95112, Santa Clara County. This business is owned by a General Partnership. The name and residence address of the registrant(s) is (are) Janet Juarez, 256 E. Younger Ave, San Jose, CA 95112. The registrant began transacting business under the fictitious business name(s) listed above on 9/07/2021. This filing is a first filing. I declare that all information in this statement is true and correct." (A registrant

who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Janet Juarez This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 9/16/2021. Regina Alcomendras, County Clerk Recorder By: /s/ Regina Alcomendras, Clerk File No. FBN 678794

October 15, 22, 29, November 5, 2021

Immediately looking to hire warehouse workers in a dry food stuff warehouse in Fremont, California. Contact Gayathri@fyvelements.com. Phone no. 917.328.3331. 1 year experience in handling warehouse, lifting heavy weight, and riding forklift. Languages - English/Spanish

who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Sandy Chanthasy, Deputy File No. FBN 679460

October 15, 22, 29, November 5, 2021

**FICTITIOUS BUSINESS
NAME STATEMENT
NO. 679075**

The following person(s) is (are) doing business as KISSED BY THE ORISHAS LLC, 822 Viceroy Way, San Jose, CA 95133, Santa Clara County. This business is owned by a Limited Liability Company. The name and residence address of the registrant(s) is (are) KISSED BY THE ORISHAS LLC, 822 Viceroy Way, San Jose, CA 95133. The registrant began transacting business under the fictitious business name(s) listed above on N/A. This filing is a first filing. I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Chantal Williams Founder/CEO Article / R e g # : 202125910557 Above entity was formed in the state of CA This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 9/27/2021. Regina Alcomendras, County Clerk Recorder By: /s/ Corinne Vasquez, Deputy File No. FBN 679075

**FICTITIOUS BUSINESS
NAME STATEMENT
NO. 679460**

The following person(s) is (are) doing business as XIANGYU CHINESE FOOD COMPANY, 1530 S De Ana Blvd, San Jose, CA 95129, Santa Clara County. This business is owned by an Individual. The name and residence address of the

registrant(s) is (are) Zhiyu Lu, 1775 Fickinger Ave, San Jose, CA 95131. The registrant began transacting business under the fictitious business name(s) listed above on 9/28/2021. This filing is a first filing. I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Zhiyu Lu This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/06/2021. Regina Alcomendras, County Clerk Recorder By: /s/ Sandy Chanthasy, Deputy File No. FBN 679460

October 15, 22, 29, November 5, 2021

**FICTITIOUS BUSINESS
NAME STATEMENT
NO. 679518**

The following person(s) is (are) doing business as Leacorey Services Cleaning, 2869 McBryde Ave, Richmond, CA 94804, Santa Clara County. This business is owned by an Individual. The name and residence address of the registrant(s) is (are) Edelmir Esteban, 2869 McBryde Ave, Richmond, CA 94804. The registrant began transacting business under the fictitious business name(s) listed above on 10/08/2021. This filing is a first filing. I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Edelmir Esteban This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/08/2021. Regina Alcomendras, County Clerk Recorder By: /s/ Sandy Chanthasy, Deputy File No. FBN 679518

**AMENDED
ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV384393**

Superior Court of California, County of Santa Clara-In the matter of the application of, Abigail Wu. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Abigail Wu has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Abigail Wu to Jing Guo 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387314**

Superior Court of California, County of Santa Clara-In the matter of the application of, Joseph

Michael Sanchez. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Joseph Michael Sanchez has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Joseph Michael Sanchez to Joseph Jay Banks b. Kayden Michael Sanchez to Kayden Michael Banks 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 13, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387652**

Superior Court of California, County of Santa Clara-In the matter of the application of, Pei Ling Lee. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Pei Ling Lee has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Pei Ling Lee to Amanda Pei Ling Lee 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/8/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 04, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387688**

Superior Court of California, County of Santa Clara-In the matter of the application of, Leandro Regis Ferreira Magalhaes. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Leandro Regis Ferreira Magalhaes has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Leandro Regis Ferreira Magalhaes to Leandro Magalhaes 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 13, 2021 Julie A. Emede Judge of the Superior Court

matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 13, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387752**

Superior Court of California, County of Santa Clara-In the matter of the application of, Pei Ling Lee. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Pei Ling Lee has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Pei Ling Lee to Amanda Pei Ling Lee 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/8/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387788**

Superior Court of California, County of Santa Clara-In the matter of the application of, Frank Norman Bates, Umid Calvert. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Frank Norman Bates, Umid Calvert has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Frank Norman Bates to Umid Calvert 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021 Julie A. Emede Judge of the Superior Court

October 15, 22, 29, November 5, 2021

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387688**

Superior Court of California, County of Santa Clara-In the matter of the application of, Leandro Regis Ferreira Magalhaes. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Leandro Regis Ferreira Magalhaes has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Leandro Regis Ferreira Magalhaes to Leandro Magalhaes 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387752**

Superior Court of California, County of Santa Clara-In the matter of the application of, Pei Ling Lee. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Pei Ling Lee has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Pei Ling Lee to Amanda Pei Ling Lee 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/8/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 04, 2021 Julie A. Emede Judge of the Superior Court

**ORDER TO SHOW
CAUSE FOR CHANGE
OF NAME
NO. 21CV387788**

Superior Court of California, County of Santa Clara-In the matter of the application of, Frank Norman Bates, Umid Calvert. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Frank Norman Bates, Umid Calvert has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Frank Norman Bates to Umid Calvert 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause. If any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021 Julie A. Emede Judge of the Superior Court

October 15, 22, 29, November 5, 2021

**AUDIENCIA PÚBLICA
REIMAGINE SAMTRANS: CAMBIOS DE RED PROPUESTOS**

El Distrito de tránsito del condado de San Mateo considerará cambios en su servicio de autobús SamTrans como parte de Reimagine SamTrans en una audiencia pública que se llevará a cabo el 3 de noviembre de 2021 a las 2 p.m. de forma remota a través de Zoom, en <https://samtrans.zoom.us/j/91275606315?pwd=LO92RlRwZWU3UjUzUkRlOUEwUzR0Z090> o ingresando el ID del seminario web: 912 7560 6315, contraseña: 064030 en la aplicación Zoom para acceder al audio/video, o llamando al 1-669-900-9128 (ingrese el ID del seminario web y presione # cuando se le solicite el ID del participante) solo para audio.

El calendario específico para implementar los cambios de servicio adoptados se determinará en una fecha posterior, pero será en fases, a partir de agosto de 2022.

Reimagine SamTrans es un estudio exhaustivo del sistema de autobuses SamTrans, que incluye cambios propuestos en las rutas y horarios de los autobuses para mejorar la eficacia y la eficiencia del sistema, reducir la duplicación de servicios y brindar un mejor servicio a la comunidad.

La propuesta del cambio de servicio incluye ajustes a las siguientes rutas y servicios locales:

1. Ajustes de frecuencia/intervalo de servicio: Rutas ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296
2. Eliminaciones de servicios: FLX Pacifica y rutas SFO, 140, 256, 274, 278, 280, 286, 338
3. Ajustes de alineación: Rutas ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295
4. Introducción de nuevos servicios: Rutas 124 (Daly City BART hasta Skyline College); 249 (San Mateo a College of San Mateo); E7 (Número de ruta final por determinar (East Palo Alto-San Bruno BART)), zona bajo demanda de East Palo Alto, zona bajo demanda de Half Moon Bay

La propuesta también incluye cambios en las siguientes rutas enfocadas en la escuela:

1. Ajustes de frecuencia/intervalo de servicio: Eliminar el viaje matutino en la ruta 85 (Woodside y Portola Valley); eliminar el viaje matutino en la ruta 87 (Woodside y Portola Valley)
2. Eliminación del servicio: Ruta 80 en Menlo Park
3. Ajustes de consolidación/alineación: Ruta 39 consolidada en ruta 37 revisada (SFR); ruta 55 consolidada en ruta 53 revisada (Ciudad de San Mateo); ruta 95 consolidada en ruta 51 revisada (Belmont, San Carlos y Redwood City); ruta 84 consolidada en ruta 83 revisada (Atherton y Menlo Park)
4. Introducción de nuevos servicios: Ruta 40 (antiguos viajes escolares programados de la ruta 140 en Pacifica y San Bruno); ruta 42 (antiguos viajes escolares programados de la ruta 140 en Pacifica y San Bruno); ruta 86 (antiguos viajes escolares programados de la ruta 286 en Atherton y Portola Valley)

Los mapas y detalles adicionales de los cambios recomendados están disponibles en línea en www.reimaginesamtrans.com o llamando al Customer Service al 1-800-660-4287.

El público puede ofrecer comentarios sobre los cambios propuestos en la audiencia pública del 3 de noviembre de 2021 o antes del 7 de noviembre de 2021 de las siguientes maneras:

- Enviando un comentario en www.reimaginesamtrans.com
- Enviando un comentario por correo electrónico a reimagine@samtrans.com
- Mediante el servicio postal de EE. UU.: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
- Teléfono: 1-800-660-4287/TTY: 650-508-6448 (con discapacidad auditiva)

Para solicitar servicio de traducción o interpretación, llame a SamTrans Customer Service al 18006604287 al menos tres días antes de la reunión.

10/15, 10/22/21

CNS-3520159#

EL OBSERVADOR

Buscamos contratar de inmediato a **trabajadores de almacén** en un almacén de alimentos secos en Fremont, California. Póngase en contacto con Gayathri@fyvelements.com. Teléfono: **917 328 3331** 1 año de experiencia en manejo de almacén, levantando pesos pesados y montacargas. Idiomas: Inglés/Español

Immediately looking to hire **warehouse workers** in a dry food stuff warehouse in Fremont, California. Contact Gayathri@fyvelements.com. Phone no. **917 328 3331** 1 year experience in handling warehouse, lifting heavy weight, and riding forklift. Languages - English/Spanish

County on 10/19/2021 Regina Alcomendras, County Clerk/Recorder By: /s/ Elaine Fader, Deputy File No. FBN 679709

October 22, 29, November 5, 12, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679572

The following person(s) is (are) doing business as **JIREH HANDYMAN**, 3940 Cadillac Dr Apt #1, San Jose, CA 95117, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Luis Antonio Torres, 3940 Cadillac Dr Apt #1, San Jose, CA 95117. The registrant began transacting business under the fictitious business name(s) listed above on 10/13/2021. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Luis Antonio Torres This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/13/2021 Regina Alcomendras, County Clerk/Recorder By: /s/ Elaine Fader, Deputy File No. FBN 679572

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV388078

Superior Court of California, County of Santa Clara-In the matter of the application of: **Thuy Thi Nguyen**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Thuy Thi Nguyen has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Thuy Thi Nguyen to Lucia Nguyen 2. THE COURT ORDERS that all persons interested in this matter appear before the court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/07/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 14, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/18/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 12, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV388409

Superior Court of California, County of Santa Clara-In the matter of the application of: **Bryan Steven Delgado**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Bryan Steven Delgado has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Bryan Steven Delgado to Voltair Steven Castro 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/04/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 18, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV386576

Superior Court of California, County of Santa Clara-In the matter of the application of: **Bradley Allen Arnold**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Bradley Allen Arnold has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Bradley Allen Arnold to Bradley Allen Shipnuck 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/25/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 16, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387868

Superior Court of California, County of Santa Clara-In the matter of the application of: **Felix Hwan-Hsin Jan**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Felix Hwan-Hsin Jan has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Felix Hwan-Hsin Jan to Hwan-Hsin Jan 2. THE COURT ORDERS that all persons interested in this matter appear before the court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/07/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general

October 22, 29, November 5, 12, 2021

COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/04/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 18, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

SUMMONS (Family Law) (FL-110)

NOTICE TO RESPONDENT (Name): Prince Arbal Rodriguez Libra AVISO AL DEMANDADO (Nombre):
You have been sued. Read the information below. Lo han demandado. Lea la información en la página siguiente.
Petitioner's name is: Jennifer Jinky Agbay-an Libra
Nombre del demandante:
Case Number (Número de caso): 21FL002067
You have 30 calendar days after this Summons and Petition are served on you to file a Response (form FL-120) at the court and have a copy served on the petitioner. A letter, phone call, or court appearance will not protect you.
If you do not file your Response on time, the court may make orders affecting your marriage or domestic partnership, your property, and custody of your children. You may be ordered to pay support and attorney

October 22, 29, November 5, 12, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679795

The following person(s) is (are) doing business as **TOPETE'S FAMILY RENTAL**, 4943 Zeppelin Dr, San Jose, CA 95111, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Pedro Topete, 4943 Zeppelin Dr, San Jose, CA 95111. The registrant began transacting business under the fictitious business name(s) listed above on 10/17/2021. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which

he or she knows to be false is guilty of a crime.) /s/ Pedro Topete This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/20/2021 Regina Alcomendras, County Clerk/Recorder By: /s/ Sancy Chanthasy, Deputy File No. FBN 679795

October 22, 29, November 5, 12, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679709

The following person(s) is (are) doing business as **ESTESON CO., GYROS PRODUCTS**, 2038 Concourse Drive, Unit B, San Jose, CA 95131, Santa Clara County. This business is owned

by a Corporation. The name and residence address of the registrant(s) is (are) **ESTESON CORP**, 2038 Concourse Drive, Unit B, San Jose, CA 95131. The registrant began transacting business under the fictitious business name(s) listed above on: 01/01/1999. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Jim Tsiboukis, VP ESTESON CORP. Article/Reg.#: C2023792 Above entity was formed in the state of CA. This statement was filed with the Co. Clerk-Recorder of Santa Clara

October 22, 29, November 5, 12, 2021

**ATTACHMENT 5:
PUBLIC HEARING PRESENTATION**



Reimagine SamTrans Public Hearing

SamTrans Board of Directors

November 3, 2021





Public Hearing

- The Public Hearing provides an opportunity for the public to comment in front of the Board regarding the recommended network changes
- The Public Hearing been noticed in various ways
 - Legal notices in three newspapers at least 15 days prior to today's hearing
 - Onboard SamTrans buses
 - Digital ad campaign
 - During four virtual public meetings
- All comments will be considered and weighed against project goals and outcomes



Reimagine SamTrans: Project Goals

The goals of Reimagine SamTrans are to ...



Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans efficiency and effectiveness as a mobility provider



Our Guiding Principles



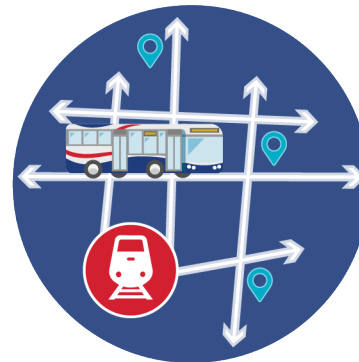
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

Provide transportation services that support principles of social equity



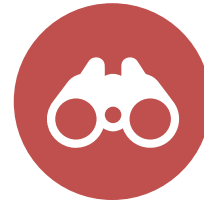
Inputs: Recommended Network



Ridership
and
Productivity



Equity
Need
Analysis



Guiding
Principles



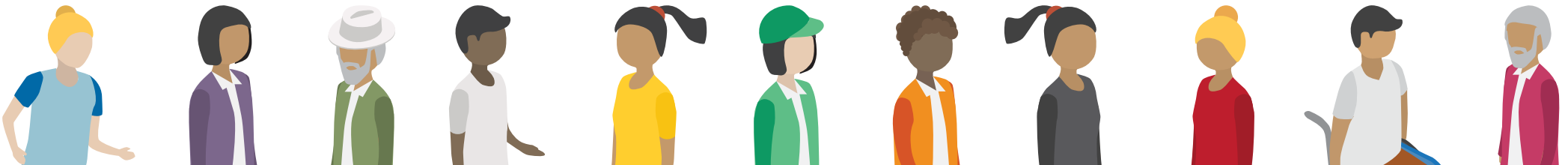
Market
Research



Market
Analysis

Community, Rider and Workforce Input

5





Next Steps

- Analyze the feedback received during Phase 3 outreach, adjust the recommendation if appropriate
- Finalize CEQA analysis
- Complete Title VI report
- Bring service plan, CEQA and Title VI to Board for review and adoption in early 2022



Reimagine SamTrans The New Network

SamTrans Board of Directors

March 2, 2022



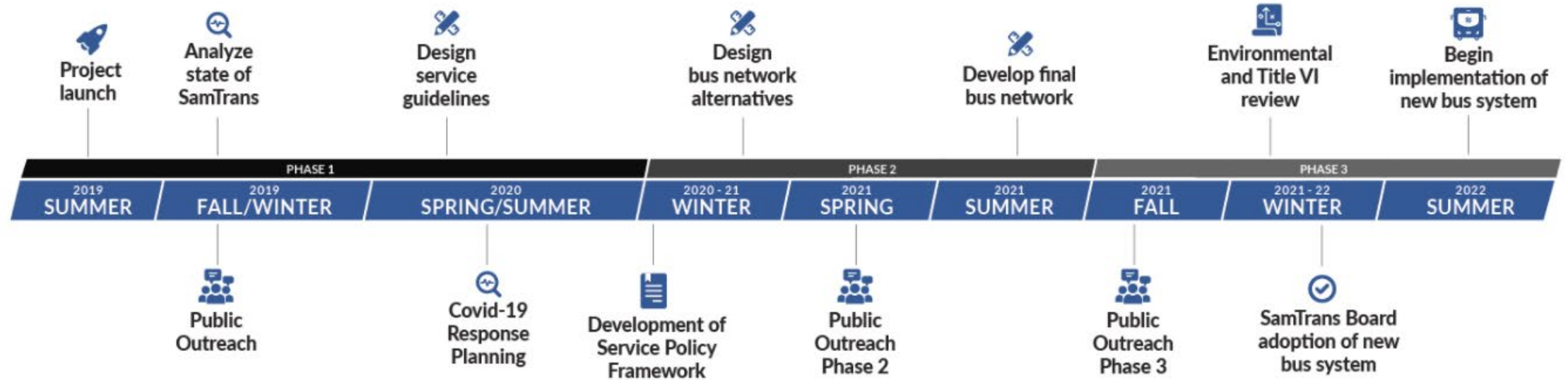


Agenda

- Project Overview
- The Final Recommended Network
 - Title VI Analysis and Findings
 - Environmental Review and Findings
- Next Steps
- Team Acknowledgements



Project Timeline



We're here





THE RECOMMENDED NEW NETWORK

- Highlights
- Title VI Analysis and Findings
- CEQA Review

4





The Reimagine Network Vision

- More **frequent** service on 15 routes
- More **off-peak service** on 10 routes
- New **connections** into Oyster Point in SSF, to SFO and to college campuses
- More **efficient** and **understandable** service through consolidations of routes





The Reimagine Network Vision

- **More direct service** and faster travel times, new limited-stop routes, bus stop balancing on Route ECR
- **New on-demand service** in East Palo Alto and Half Moon Bay
- Visit www.reimaginesamtrans.com for full route-by-route details on service changes





Title VI Analysis and Findings

- Analyzed systemwide change in hours of service and coverage of service provided to population in proximity to current and future SamTrans bus network
- Analysis shows no disparate impact to minority populations or disproportionate burden to low-income populations for the service changes in the *Reimagine SamTrans* service plan



CEQA Review Process

To comply with the California Environmental Quality Act (CEQA):

Prepared Initial Study and Negative Declaration (IS/ND) to identify whether the Reimagine SamTrans final plan would have potential impacts on the environment

- No significant impacts were identified



www.reimaginesamtrans.com



reimagine@samtrans.com



[1800-660-4287](tel:18006604287)



CEQA Review Process

- Notice of Availability and Notice of Intent to Adopt a Negative Declaration (NOA/NOI) was published in:
 - *San Mateo Daily Journal* (in both English and Spanish)
 - *Palo Alto Daily Post*
 - *San Francisco Examiner*
- Draft IS/ND public review period: January 4 – 24, 2022
- Received 12 comment letters from the public. Comments were addressed and incorporated into the Final IS/ND





NEXT STEPS

10



 www.reimaginesamtrans.com  reimagine@samtrans.com  1-800-660-4287



Implement in Phases

Maintain reliability & communicate effectively to customers and workforce

August 2022 – Phase 1

- Low-ridership route and segment removals
- Route consolidations
- Extension into Oyster Point
- Restore priority pre-Covid service as resources allow

Early 2023 – Phase 2

- **As resources allow:**
- Launch On-Demand
- Implement new EPX route
- Restore pre-Covid frequencies
- Implement further frequency improvements

Mid to late 2023 – Phase 3

- **As resources allow:**
- Launch additional new routes
- Launch further frequency improvements



Next Steps

Seeking your adoption today of:

- Final *Reimagine SamTrans* plan
- *Reimagine SamTrans* Title VI analysis
- *Reimagine SamTrans* project Negative Declaration



Thank you SamTrans staff





Thank you CBO partners & consultants

- Nuestra Casa
- Friends of Old Town (SSF)
- Fair Oaks Community Center
- Daly City Partnership

Consultant team:

- Nelson\Nygaard
- Circlepoint
- EMC Research





Questions

15



 www.reimaginesamtrans.com  reimagine@samtrans.com  1-800-660-4287

**SAN MATEO COUNTY TRANSIT DISTRICT
STAFF REPORT**

TO: Strategic Planning, Development, and Sustainability Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: April Chan
Chief Officer, Planning, Grants/Transportation Authority

SUBJECT: **UPDATE ON METROPOLITAN TRANSPORTATION COMMISSION (MTC)
TRANSIT NETWORK MANAGEMENT (TNM) BUSINESS CASE AND FARE
COORDINATION AND INTEGRATION**

ACTION

No action needed; this is an informational update.

SIGNIFICANCE

MTC convened the Blue Ribbon Transit Recovery Task Force (BTRTF) in May 2020 in response to the COVID-19 pandemic. Membership of the BTRTF included General Managers of a number of transit agencies, along with MTC Commissioners, State of California representatives and other key stakeholders. The first charge of the BTRTF was to advise MTC on the fair distribution of federal relief funds under the 2020 Federal CARES Act. Next, the BTRTF supported transit operators' efforts to determine essential public safety commitments as COVID protocols were evolving. Then in late 2020, the BTRTF turned its focus to work on the Bay Area Transit Transformational Action Plan (Plan). The purpose of the Plan is to identify specific, near term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

The Plan was unanimously approved by the BTRTF in July of 2021. The document identified five key outcomes for the Bay Area's regional transit network in the areas of fares and payment, customer information, the transit network, accessibility and funding and further specifies 27 actions needed to advance the Plan.

Within the overall Plan there are several studies that specifically address ongoing work in the area of transit coordination and governance. Of these, the Transit Network Management Business Case study is the most advanced and is the primary focus of this update, along with an update on the regional fare

coordination and integration work, as well as a planned update to MTC's Resolution 3866. The information will be provided to the Board via a PowerPoint presentation at the March 2, 2022 meeting.

BUDGET IMPACT

None.

Prepared by: April Chan, Chief Officer, Planning, Grants/
Transportation Authority

650-508-6228

MTC Update: Transit Network Management Business Case Fare Coordination and Integration

San Mateo County Transit District
Board of Directors Meeting
March 2, 2022

MTC Transformation Action Plan

- Unanimous approval by the Blue Ribbon Transit Recovery Task Force
- Identifies near-term actions related to five key transformational outcomes
 - Fares and payment: simpler, consistent, more equitable for riders
 - Customer information: integrated mapping, signage, and real time schedule information
 - Transit network: bay area services equitably planned and integrated
 - Accessibility: transit services are coordinated for older adults and people with disabilities
 - Funding: use existing resources efficiently and secure new funding sources



Transit Coordination and Governance

■ MTC Resolution 3866

- Establishes MTC’s Transit Coordination Implementation Plan (last updated 2015)
- Transit agencies must comply as a condition for MTC administered transit funding
- MTC considering an update of Resolution 3866 by summer 2022 for Transformation Action Plan implementation that would:
 - Establish MTC and operator commitments
 - Strengthen and clarify MTC’s authority to advance action plan implementation
 - Fare integration: Mutual accountability for implementation of recommendations
 - Mapping and wayfinding: Set milestones and cost-sharing expectations
 - Schedule coordination: Currently, no requirements included
 - May also revisit existing topics
 - » Transit hub optimization
 - » Real time transit information
 - » Accessibility programs and Clipper®

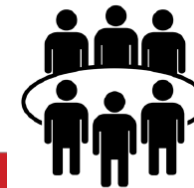
Resolution 3866 Update Process



MTC Staff Proposal



Operator Staff & GM Feedback



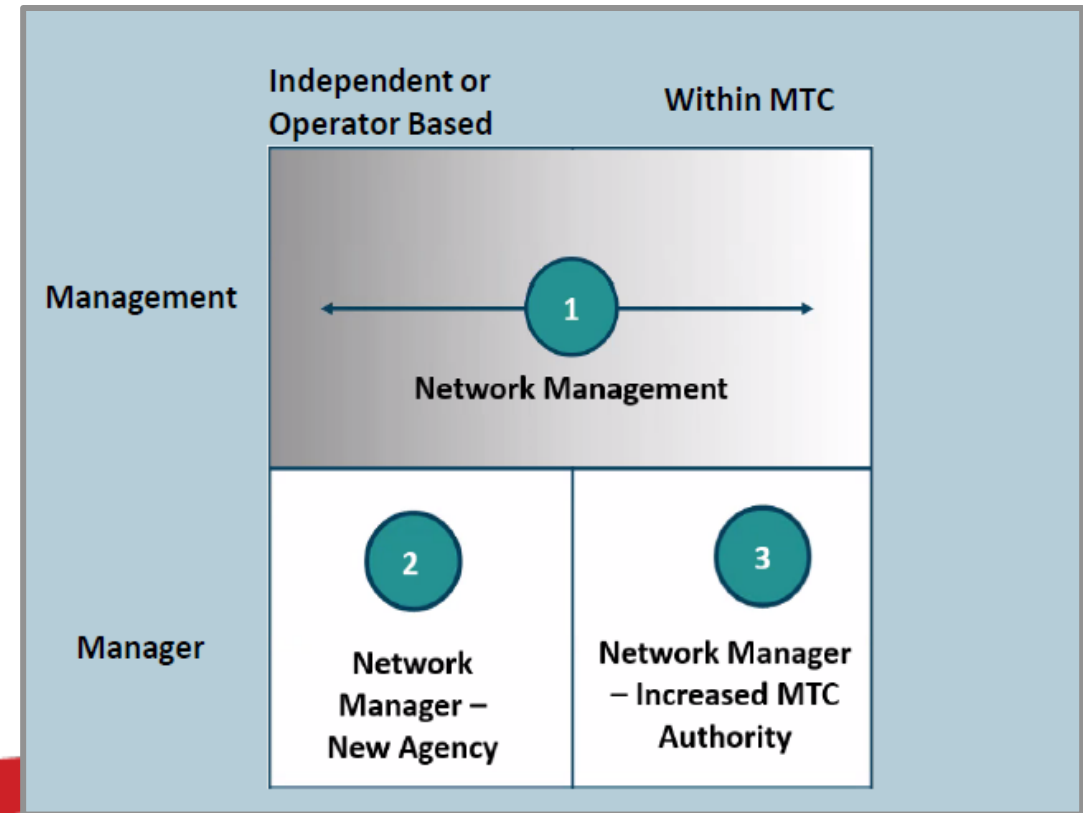
Operations Committee & Commission

An update to Resolution 3866 may be an opportunity to address lack of transit agency representation on the Commission

TRANSIT NETWORK MANAGEMENT

Transit Network Management and Coordination

- Network management business case evaluation
 - Advisory group:
 - 14-member group: Seven transit general managers, MTC executive director, and six key stakeholders
 - Guide and review analysis and recommendations, provide periodic updates to Commission
 - Purpose
 - Evaluate the benefits, costs, and risks of transit network management alternatives
 - Present rationale for preferred solution
 - Alternatives
 - Alternatives developed in summer 2021 is starting point
 - Expect additions, refinements or variants
 - Options defined against two axes/spectrums:
 - Management (collaborative) to Manager (higher authority)
 - Independent/Operator-based to within MTC



Transit Network Management (TNM)

- Operators-refined proposal: TNM Executive Board
 - Mission
 - Act as a centralized forum and coordinating body for regional transit policy development and network management to improve customer experience, advance equity, and increase transit ridership.
 - Objectives
 - Provide **structured coordination** on regional transit planning
 - Implement the **Transformation Action Plan**
 - Realize **immediate benefits in response to urgent needs** related to growing ridership, addressing the climate emergency, improving mobility, and ensuring equitable outcomes.
 - Develop, advance and implement **longer-term** initiatives in areas of responsibility
 - Improve transit network **effectiveness and efficiencies**



TNM: Operators-Refined Proposal

– TNM Executive Board structure

– Association of transit operator general managers and MTC, with expertise of their local agencies, riders, and boards

- Leverages existing governance structures, authorities and accountabilities
- Technical skills of experienced staff
- Work can advance immediately

– Decision-making and implementation

- Existing transit agency boards retain their authorities
- Consensus based recommendations confirmed by majority executive vote
- Decisions advance to MTC or transit agency boards as appropriate

– **MTC:** Regional Policy and Funding

– **Agency boards:** Agency policy and funding (including fares, major changes to service, agency budget impacts and/or allocation of agency funds)

TNM: Operators-Refined Proposal

- TNM Executive Board collaborative process
 - Lay groundwork with adopting bodies
 - Incorporate technical expertise
 - Engage diverse perspectives
 - **Advisory Council:** Formal venue for stakeholder participation & to advise on key issues, concerns
 - Subcommittees/Technical Advisory Groups established as needed
- Public transparency and reporting
 - Quarterly or biannual report on status to MTC and agency board meetings as needed
 - Regular public meetings



Transit Network Management Business Case Schedule

- Network management business case evaluation
 - MTC intends to complete this before end of 2022
 - Schedule:
 - Existing Conditions and Alternative Refinement (including the refined Operator Proposal) – Spring 2022
 - Alternative Analysis – assess structure alternatives; recommendation on preferred alternative – Summer 2022
 - Recommendation for MTC Commission action – Fall 2022



FARE INTEGRATION AND COORDINATION

Fare Integration: Policy Vision

- The Fare Integration Taskforce (Taskforce) adopted a policy vision with the following elements:
 1. All-transit agency institutional/employer pass demonstration pilot (2022)
 - Educational institutions
 - Affordable housing properties
 - Employers of various sizes
 2. No-cost and reduced cost transfers between transit agencies (early 2023)
 - Coincides with rollout of Clipper® 2.0
 3. All-agency transit pass for the general public (2023 or later)
 - Pending results from pilot and implementation of Clipper® 2.0
 4. Refine vision for creating a common fare structure
 - Distance- or zone-based for regional rail, ferry, and express bus service
 - After implementation of Clipper® 2.0



Fare Integration: Implementation Process

- The Taskforce (SamTrans is part of Taskforce) will lead the implementation phase
- BART and MTC staff
 - Implement the fare policy vision statement
 - Report regularly to the Taskforce
- The Fare Coordination and Integration Study Project Management (FCISPM) team executes with guidance and input from MTC and agencies
 - Boards
 - Commissions
 - Staff



Fare Integration: Next Steps

- All-transit agency institutional/employer pass demonstration pilot
 - Refine draft project plan with staff advisory group
 - Identify funding options and preliminary project budget
 - Establish product in Clipper®
 - Work with potential customer institutions
 - Develop draft research plan for Title VI analysis
- No-cost and reduced cost transfers between transit agencies
 - Ensure fare policy flexibility in Clipper® 2.0 (MTC & agency staff)
 - Coordinate with agency staff on memorandum of understanding (FCISPM)
 - Obtain all necessary Board/Commission approvals (FCISPM)



QUESTIONS?

samTrans



AGENDA

LEGISLATIVE COMMITTEE COMMITTEE OF THE WHOLE

BOARD OF DIRECTORS 2022

PETER RATTO, CHAIR
JOSH POWELL, VICE CHAIR
MARINA FRASER
JEFF GEE
CAROLE GROOM
ROSE GUILBAULT
RICO E. MEDINA
DAVE PINE
CHARLES STONE

CARTER MAU
ACTING GENERAL MANAGER/CEO

WEDNESDAY, MARCH 2, 2022 – 3:00 pm

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

1. Call to Order

MOTION

2. Approval of Minutes of Legislative Committee Meeting of February 2, 2022
3. State and Federal Legislative Update and Approval of Legislative Proposals:
Support AB 2197 (Mullin) and SB 942 (Newman)
4. Adjourn

Committee Members: Rico E. Medina (Chair), Carole Groom, Charles Stone

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
FEBRUARY 2, 2022**

Committee Members Present: R. Medina (Chair), C. Groom, C. Stone

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: M. Fraser, J. Gee, R. Guilbault, D. Pine, J. Powell, P. Ratto

Other Board Members Absent: None

Staff Present: C. Mau, J. Cassman, D. Olmeda, A. Chan, J. Brook, D. Seamans

1. CALL TO ORDER

Committee Chair Rico Medina called the meeting to order at 4:48 pm.

2. APPROVAL OF MINUTES OF COMMITTEE MEETING OF JANUARY 5, 2022

Motion/Second: Guilbault/Groom

Ayes: Fraser, Gee, Guilbault, Groom, Medina, Pine, Powell, Ratto, Stone

Noes: None

Absent: None

3. STATE AND FEDERAL LEGISLATIVE UPDATE

Ms. Fromson introduced Eve O'Toole, Holland and Knight LLP, who provided a federal update.

Matt Robinson, Shaw Yoder Antwih Schmelzer & Lange, provided an update on state legislation and the Governor's budget proposal.

Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange, outlined the proposed investments in transportation infrastructure, including \$2 billion for priority transit and rail projects and \$500 million for grade separations and grade processing improvement projects.

Director Jeff Gee requested that Mr. Mau and staff look at the capital program and figure out how to make the District's projects more competitive.

4. ADJOURN

The meeting adjourned at 5:00 pm.

An audio/video recording of this meeting is available online at www.samtrans.com. 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: Legislative Committee

THROUGH: Carter Mau
Acting General Manager/CEO

FROM: Casey Fromson
Chief Communications Officer

SUBJECT: **STATE AND FEDERAL LEGISLATIVE UPDATE AND APPROVAL OF LEGISLATIVE PROPOSALS: SUPPORT AB 2197 (MULLIN) AND SB 942 (NEWMAN)**

ACTION

Staff proposes the Committee recommend the Board:

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

SIGNIFICANCE

The 2022 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: Jessica Epstein, Government and
Community Affairs Manager

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SamTrans As of February 16, 2022 Federal Transportation Report

Congressional Update

Capitol Hill State of Play

- Lawmakers have returned to Washington for the second session of the 117th with much left on their to-do list, while facing election-year headwinds. Both chambers are in session for a brief 100 days of in-person session in Washington, and the year will quickly become focused on the November 2022 mid-term elections with Democratic House and Senate majorities at stake; any significant legislation will be raised with an eye toward the November elections.
- President Biden will deliver his State of the Union address on March 1, during which the president is expected to preview his FY 2023 budget request. The budget request will be formally introduced shortly after the State of the Union.

Federal Appropriations Negotiations Underway

- Lawmakers' agenda also includes legislation to fund the federal government in fiscal year (FY) 2022. The current stopgap spending measure (CR) expires Feb. 18. Last week, the House passed a short term CR that continues to fund the federal government until March 11. The Senate is expected to pass it by February 18.
- Lawmakers are seeking to avoid a year-long CR that would translate into flat funding for many programs; would not include the increased funding for the Bipartisan Infrastructure Law transit formula programs, and will not allow any new programs that the bill created to be implemented until FY 2022 appropriations bill is signed into law.
- Senate Appropriations Committee leadership has announced that a framework for a full-year FY 2022 omnibus spending bill has been reached.
- While additional time is needed for appropriators to decide on dollar amounts for each subcommittee, progress is being made. Senate Appropriations Chairman Patrick Leahy (D-VT) said last week that the committee is "close" to sending subcommittee leaders their allocations in order for them to begin producing their final bills.
- Expectation is that an FY 2022 omnibus appropriations bill will be ready and voted on prior to March 11. After the FY 2022 bill is completed, Congress will begin to work on the FY 2023 appropriations bills.

Department of Transportation Update

FTA Releases Partial Apportionments

- On February 4, the Federal Transit Administration (FTA) announced nearly \$5 billion in FY 2022 transit formula funding available to transit agencies and states.
- These [apportionment tables](#) show a breakdown of funding based on statutory formulas.
- Full-year apportionments will be available after Congress passes an omnibus appropriations bill.

White House to Host Infrastructure Webinars

- The White House is launching “Infrastructure School”, a series of twelve webinars over the coming weeks that will provide an in-depth look into the programs contained within each of the twelve major chapters in [Bipartisan Infrastructure Law Guidebook](#).
- The sessions are organized into issues areas and are outlined with registration links below:
 - Electric Vehicles: Tuesday, February 22 at 4 – 5 PM ET [[Register](#)]
 - Public Transportation: Thursday, February 24 at 4 – 5 PM ET [[Register](#)]
 - Rail Road: Tuesday, February 28 at 4 – 5 PM ET [[Register](#)]
 - Roads, Bridges and Major Projects: Thursday, March 3 at 4 – 5 PM ET
 - Safety: Tuesday, March 8 at 4 – 5 PM ET
 - Resilience: Thursday, March 17 at 4 – 5 PM ET
- The administration has also released a tentative infrastructure communications planning calendar to help amplify messaging and events around the bipartisan infrastructure law implementation. Holland & Knight has shared this with SamTrans staff.

DOT Announces Availability of \$1.5 Billion in RAISE Grant Funding

- On January 28, the Department of Transportation (DOT) published a Notice of Funding Opportunity ([NOFO](#)) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
- This is the first discretionary funding program to accept applications as directed by the Bipartisan Infrastructure Bill. The \$1.5 billion in available funding for 2022 represents a 50 percent increase in available funds compared to last year.
- Projects will be evaluated on statutory criteria including: safety, environmental sustainability, quality of life, economic competitiveness (including workforce opportunities) and opportunity, state of good repair, partnership, and innovation. DOT is

also encouraging applicants to consider how projects can address climate change, ensure racial equity, and remove barriers to opportunity.

- Under the IIJA, 2022 RAISE applications will also be evaluated on the criteria of mobility and community connectivity.

 - At least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. To help reach this goal, the Department has launched a [tool](#) that will allow applicants to determine if their project location is considered as a Historically Disadvantaged Community.
- The deadline for applications is 5 p.m. EST on April 14, 2022, and selections will be announced no later than August 12, 2022.



February 11, 2022

TO: Board of Directors, San Mateo County Transit District

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange
Mike Robson & Bridget McGowan, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – March 2022**

General Update

The second year of the 2021-22 Legislative Session is underway. Lately, the Legislature has been focused on budget committee meetings to hear the Governor's Fiscal Year 2022-23 budget proposals. In parallel to the budget review, Legislators have been busy introducing, with approximately 600 bills introduced since reconvening January 3 as of this writing. We expect several hundred more to be introduced by the February 18 [bill introduction deadline](#).

Governor Newsom Names Toks Omishakin Secretary of California State Transportation Agency

On February 7, Governor Newsom announced the appointment of Toks Omishakin to the role of Secretary of the California State Transportation Agency Secretary (CalSTA). Omishakin, who will succeed Acting CalSTA Secretary Elissa Konove, currently serves as Director of the California Department of Transportation (Caltrans). Konove was elevated to the role of Acting CalSTA Secretary following the resignation of David Kim from his role of CalSTA Secretary earlier this year.

Governor Newsom Signs Bill Reinstating COVID-19 Supplemental Paid Sick Leave

On February 9, Governor Newsom signed [SB 114 \(Committee on Budget and Fiscal Review\)](#), requiring employers (including public agencies) with more than 25 employees to provide COVID-19 supplemental paid sick leave. The law, effective February 19 and retroactive to January 1, 2022, requires employers to provide up to 40 hours of COVID-19 supplemental paid sick leave to a covered employee, if the employee is unable to work or telework because the employee is:

1. Subject to quarantine or isolation related to COVID-19 as defined by the State Department of Public Health, Centers for Disease Control and Prevention, or a local health officer who has jurisdiction over the workplace;
2. Advised by a health care provider to self-quarantine due to concerns related to COVID-19;
3. Attending an appointment for themselves or a family member to receive a COVID-19 vaccine or a vaccine booster;
4. Experiencing symptoms related to a COVID-19 vaccine or a vaccine booster that prevents the employee from being able to work;
5. Experiencing COVID-19 symptoms, and is seeking a medical diagnosis;
6. Caring for a family member who has symptoms from a COVID-19 vaccine or a vaccine booster;
7. Caring for a family member who is subject to quarantine or isolation; or,
8. Caring for a child whose school or place of care is closed due to COVID-19.

The law further requires employers to provide up to an additional 40 hours more of COVID-19 supplemental paid sick leave to a covered employee, if the employee, or a family member for whom the covered employee is providing care, tests positive for COVID-19. The supplemental paid sick leave will remain in effect through September 30, 2022.

PEPRA and 13(c)

On December 20, the United States District Court for the Eastern District of California issued an order granting the State of California’s motion to stay implementation of the United States Department of Labor’s (USDOL) October 28 determination. This order allows federal transit funding to continue to flow to California transit agencies until the District Court rules on a cross-complaint previously filed by the State of California, which alleges that USDOL violated the Administrative Procedure Act in promulgating its October 28 determination. A hearing on the state’s cross-complaint is now set for February 17 (updated from its original date of February 11).

Bills with Recommended Action

AB 2197 (Mullin) – Caltrain Electrification Funding. This bill appropriates \$260 million from the state’s General Fund to the California State Transportation Agency for the purpose of closing the funding gap for the Caltrain Electrification Project. **We recommend SamTrans SUPPORT this measure.**

SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program.

This bill would provide California public transit agencies with the flexibility to use Low Carbon Transit Operations Program funds for free or reduced-fare transit programs on an ongoing basis. This flexibility will ensure the long-term sustainability and benefits of free youth ridership programs that expand access to public transit and create lifelong riders. **We recommend SamTrans SUPPORT this measure.**

Bills of Interest

SB 878 (Skinner) School Transportation.

This bill would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer free transportation to all pupils to and from their neighborhood school. This requirement could be met by the governing board or body of those local educational agencies through the in-house operation of transportation vehicles, or through paid contract with a common carrier or “municipally owned transit system,” or through paid contract responsible private parties for the transportation.

SB 917 (Becker) Seamless Bay Area

This bill would require the Metropolitan Transportation Commission (MTC) to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards to support a more integrated public transportation network in the nine-county San Francisco Bay Area. This bill would also require the region’s transit agencies to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards. SamTrans staff has been meeting with Senator Becker’s staff to discuss the bill and provide input.

SB 922 (Wiener) CEQA Exemptions for Transit

This bill would permanently extend statutory exemptions from the requirement of the California Environmental Quality Act for clean transportation projects that make streets safer for walking and

biking; speed up bus service on streets and improve its on-time performance; support faster bus service on state highways; expand carpooling; and improve wayfinding for people using transit, biking, or walking. This bill would similarly permanently extend CEQA exemptions for the construction of infrastructure of facilities to charge or refuel zero-emission transit vehicles; and the building of new bus and light rail stations or terminals. This bill is a follow up to SB 288 (Wiener, 2020) which SamTrans supported.

AB 1919 (Holden) Free Student Transit Passes

This bill would state the intent of the Legislature to enact future legislation to ensure all public-school pupils and all students attending the California State University, the University of California, and the California Community Colleges receive free student transit passes.

Grants for Zero-Emission Buses and Infrastructure

On Friday, November 19, the California Air Resources Board approved the [Fiscal Year 2021-22 Funding Plan for Clean Transportation Incentives](#). The plan includes \$340 million, which can be accessed by transit agencies, through the Hybrid and Zero Emission Truck and Bus Voucher Incentive Project, inclusive of \$70 million earmarked specifically for transit agencies.

On Monday, November 15, the California Energy Commission approved the [2021-2023 Investment Plan Update for the Clean Transportation Program](#). The plan includes \$88.5 million for transit bus infrastructure and \$282 million for medium- and heavy-duty vehicles and infrastructure for fiscal years 2021-22 through 2023-23. A portion of the funding for medium- and heavy-duty vehicles and infrastructure will also be available to transit agencies; however, the exact amount is unknown at this time.

More details on these grant opportunities are below.

Vehicles:

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (\$340 million in FY 2021-22) – The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) provides point-of-sale discount vouchers to fleet owners to reduce the purchase cost of zero- and near-zero emission trucks and buses operated in California on a first-come/first-served basis. HVIP is funded through the state’s Greenhouse Gas Reduction Fund and is subject to an annual appropriation.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 expected to be available in late March 2022

Infrastructure:

Zero-Emission Transit Fleet Infrastructure Deployment Program (TBD in FY 2021-22) – The Zero-Emission Transit Fleet Infrastructure Deployment Program funds the electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 is expected to be available in Q1 2022

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$50 million in FY 2021-22) – The Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project is intended to accelerate the deployment of infrastructure needed to fuel zero-emission trucks, buses, and equipment.

The project will use a concierge-like model working directly with eligible applicants to help plan and fund the purchase of charging and hydrogen fueling infrastructure.

Current Guidelines: Found [here](#) (Note: The guidelines are currently in draft form)

Status: Funding for FY 2021-22 is expected to be available in Q1 2022

Vehicles and Infrastructure:

Transit and Intercity Rail Capital Program (\$500 million - \$600 million in Cycle 5) – The Transit and Intercity Rail Capital Program (TIRCP) provides grants from the Greenhouse Gas Reduction Fund to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion. Eligible projects include zero-emission vehicles and associate fueling or charging infrastructure of facility modifications.

Current Guidelines: Found [here](#)

Status: [Funding cycle open; project applications due March 3, 2022](#)

Low Carbon Transit Operations Program (\$163 million in FY 2021-22) – The Low Carbon Transit Operations Program (LCTOP) was created to provide operating and capital assistance for transit agencies to reduce Greenhouse Gas (GHG) emissions and improve mobility, with a priority on serving disadvantaged communities (DACs). Eligible projects include expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Volkswagen Environmental Mitigation Trust (\$130 million total)- The Volkswagen (VW) Mitigation Trust provides \$130 million in incentives to transit agencies, shuttle bus companies and school districts for the purchase of zero-emission buses and the installation of charging and/or refueling infrastructure on a first-come/first-served basis. The VW Environmental Mitigation Trust is a one-time funding opportunity resulting from a consent decree between the United States Environmental Protection Agency, ARB and VW. Funding from the Trust will be released to transit agencies, shuttle bus companies and school districts in two tranches. The first tranche of \$65 million is still being drawn down; the second tranche is expected to be released in late 2021.

Current Guidelines: See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#)

Status: [Funding cycle open](#)

Carl Moyer (Projected \$40 million in FY 2021-22) - The Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer) offers grants to owners of heavy-duty vehicles and equipment to reduce emissions from heavy-duty engines on a first-come/first-served basis. Carl Moyer is funded through tire fees, smog abatement vehicle registration fees and AB 617 investments.

Current Guidelines: Found [here](#)

Status: Funding for FY 2021-22 not yet available

Other Grants

The CTC is [currently hosting workshops](#) (through April 2022) for the three SB 1 programs it oversees – the Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP), and the Trade Corridor Enhancement Program (TCEP). The CTC will solicit applications for the next round of funding in Summer 2022 and announce project awards in Summer 2023. As a reminder, in late-2020, the California Transportation Commission [awarded grants](#) for three SB 1 programs – the [Solutions for Congested Corridors Program](#), [Local Partnership Program](#), and the [Trade Corridor Enhancement Program](#).

Additionally, the California State Transportation Agency (CalSTA) released the [Transit and Intercity Rail Capital Program's](#) (TIRCP) Cycle 5 final guidelines and [call for projects](#) in late-2021. CalSTA anticipates approximately \$500-600 million of new funding for projects statewide through Fiscal Year 2026-27. **Grant applications are due March 3, 2022, with awards in June 2022.**

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 117 Boerner Horvath D</p> <p>Air Quality Improvement Program: electric bicycles.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2022, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.</p>	<p>Watch</p>
<p>AB 371 Jones-Sawyer D</p> <p>Shared mobility devices: insurance and tracking.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Existing law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 455 Wicks D</p> <p>San Francisco-Oakland Bay Bridge: transit-only traffic lanes.</p>	<p>This is a Two-Year Bill.</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 the Bay Area Toll Authority as a separate entity governed by the same governing board as the commission and makes the authority responsible for the administration of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law requires the Department of Transportation to collect tolls, operate, maintain, and provide rehabilitation of all state-owned toll bridges in the San Francisco Bay area, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 859 Irwin D</p> <p>Mobility devices: personal information.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 897 Mullin D</p> <p>Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1017 Quirk-Silva D</p> <p>Public restrooms: Right to Restrooms Act of 2021.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government’s jurisdiction and, with certain exceptions, to make the inventory available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1047 Daly D</p> <p>Road Repair and Accountability Act of 2017: reporting internet website.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1049 Davies R</p> <p>Public Transportation Account: loan repayment.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1091 Berman D</p> <p>Santa Clara Valley Transportation Authority: board of directors.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1110 Rivas, Robert D</p> <p>Zero-emission vehicles: Clean Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided. The bill would repeal these provisions establishing and setting forth the powers and duties of the ombudsperson as of January 1, 2027.This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>AB 1226 McCarty D</p> <p>Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p>	<p>Watch</p>
<p>AB 1626 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	<p>Watch</p>
<p>AB 1638 Kiley R</p> <p>Motor Vehicle Fuel Tax Law: suspension of tax.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1644 Burke D</p> <p>Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1680 Lee D</p> <p>Transit operators: ticket machines: access for visually impaired persons.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1721 Rodriguez D</p> <p>California Emergency Services Act: Emergency Medical Services Mutual Aid Program.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the California Emergency Services Act, establishes the Office of Emergency Services (OES) within the office of the Governor, and sets forth its powers and duties, including responsibility for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would establish the Emergency Medical Services Mutual Aid Program, to be administered by OES, to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1751 Daly D</p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>In the Assembly Insurance Committee.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. Existing law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Existing law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Existing law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Existing law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill would extend the above-described provisions relating to COVID-19 until January 1, 2025. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1778 Garcia, Cristina D</p> <p>State transportation funding: freeway widening: poverty and pollution: Department of Transportation.</p>	<p>In the Assembly Transportation Committee.</p>	<p>Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.</p>	<p>Watch</p>
<p>AB 1909 Friedman D</p> <p>Vehicles: bicycle omnibus bill.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law generally regulates the operation of bicycles upon a highway. A violation of these provisions, generally, is punishable as an infraction. Existing law prohibits the operation of a motorized bicycle or a class 3 electric bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail, as specified. Existing law authorizes a local authority to additionally prohibit the operation of class 1 and class 2 electric bicycles on these facilities. This bill would remove the prohibition of class 3 electric bicycles on these facilities and would remove the authority of a local jurisdiction to prohibit class 1 and class 2 electric bicycles on these facilities. The bill would instead authorize a local authority to prohibit the operation of a class 3 electric bicycle at a motor-assisted speed greater than 20 miles per hour. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1919 Holden D</p> <p>Transportation: free student transit passes.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact future legislation to ensure all public-school pupils and all students attending the California State University, the University of California, and the California Community Colleges receive free and unfettered access to student transit passes.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1938 Friedman D</p> <p>Local transportation funds.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law transfers revenues from a 0.25% sales tax in each county to the county's local transportation fund. The Mills-Alquist-Deddeh Act requires the local transportation fund to be allocated by the transportation planning agency and generally requires the revenues in the local transportation fund to be allocated for transit purposes. Before revenues in the local transportation fund are allocated for that purpose and other specified purposes, the act requires sums necessary to administer the act to be allocated to the county and the transportation planning agency. This bill would make nonsubstantive changes to the latter provision.</p>	<p>Watch</p>
<p>AB 1944 Lee D</p> <p>Local government: open and public meetings.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Existing law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 1949 Low D</p> <p>Employees: bereavement leave.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 1993 Wicks D</p> <p>Employment: COVID-19 vaccination requirements.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to the enforcement of civil rights laws with respect to housing and employment. This bill would require an employer to require each person who is an employee or independent contractor, and who is eligible to receive the COVID-19 vaccine, to show proof to the employer, or an authorized agent thereof, that the person has been vaccinated against COVID-19. This bill would establish an exception from this vaccination requirement for a person who is ineligible to receive a COVID-19 vaccine due to a medical condition or disability or because of a sincerely held religious belief, as specified, and would require compliance with various other state and federal laws. The bill would require proof-of-vaccination status to be obtained in a manner that complies with federal and state privacy laws and not be retained by the employer, unless the person authorizes the employer to retain proof. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2097 Friedman D</p> <p>Residential and commercial development: remodeling, renovations, and additions: parking requirements.</p>	<p>Introduced in the Assembly.</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2023. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2197 Mullin D</p> <p>Caltrain electrification project: funding.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law provides for the creation of the Peninsula Corridor Joint Powers Board, which operates Caltrain as the commuter rail service along the San Francisco Peninsula commute corridor. This bill would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	<p>Recommend Support</p>

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Bill ID/Topic	Location	Summary	Position
AB 2206 Lee D Employee parking.	Introduced in the Assembly.	Existing law requires, in any air basin designated as nonattainment for certain air quality standards, an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program, as provided. This bill would require a lessor that enters into or renews a lease with an employer subject to the requirement above, on or after January 1, 2023, to list the amount of parking costs as a separate line item in the lease or provide a list of parking costs to the lessee within 30 days after the lease is entered into or renewed.	Watch
AB 2237 Friedman D Regional transportation plan: Active Transportation Program.	Introduced in the Assembly.	Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2024, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2357 Ting D</p> <p>Surplus land.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements prior to disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under existing law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2410 Chen R</p> <p>Local educational agencies: home-to-school transportation.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law establishes a system of public elementary and secondary schools in this state and authorizes local educational agencies throughout the state to operate schools, provide instruction, and provide home-to-school transportation to pupils in kindergarten and grades 1 to 12, inclusive. This bill would prohibit a school district, county office of education, or charter school from contracting with a provider of home-to-school transportation, as defined, or making payments to a contractor for home-to-school transportation services, unless the contractor, and any subcontractors, are properly insured and licensed to provide home-to-school transportation services and the contractor certifies that each driver who will perform home-to-school transportation meets certain requirements, as provided. The bill would also impose requirements for those vehicles used by contractors for home-to-school transportation, as provided. The bill would apply these provisions only to contracts entered into or renewed after January 1, 2023. The bill would grant the State Department of Education sole regulatory authority to enforce those provisions and would require the department to conduct an audit, every 2 to 5 years, of both home-to-school transportation contractors and local educational agencies, as provided.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2419 Bryan D</p> <p>Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation’s infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds. The bill would require the committee, by December 31, 2024, to provide an interim report, and by December 31, 2027, to provide a final report, to various entities, including the Legislature, on various subjects related to the expenditure of the federal funds. The bill would be repealed by its own terms on a specified date. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2438 Friedman D</p> <p>Transportation projects: alignment with state plans.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the 3rd update to the plan by December 31, 2025, and to update the plan every 5 years thereafter, as a long-range planning document that incorporates various elements and is consistent with specified expressions of legislative intent. The plan is required to consider various subject areas for the movement of people and freight, including environmental protection. This bill would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2441 Kalra D</p> <p>Public employment: local public transit agencies: new technologies.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment. The bill would also prescribe subjects in this regard that would be mandatory subjects of collective bargaining, including creating plans to train and prepare the affected workforce to fill new positions created by a new service or product.</p>	<p>Watch</p>
<p>AB 2442 Rivas, Robert D</p> <p>California Global Warming Solutions Act of 2006: state board.</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. This bill would make a nonsubstantive change to this provision.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2449 Rubio, Blanca D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2454 Jones-Sawyer D</p> <p>Public contracts: protests: joint labor- management committee.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Existing law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Existing law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Existing law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a specified protest to a contract that is not to be awarded to the lowest bidder. If, prior to making the award, a joint labor-management committee files a protest with the department against the awarding of the contract on the ground that the lowest responsible bidder does not meet the specifications set forth under the definition of responsible, the bill would require that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest.</p>	<p>Watch</p>
<p>AB 2556 O'Donnell D</p> <p>Local public employee organizations.</p>	<p>Introduced in the Assembly.</p>	<p>The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2594 Ting D</p> <p>Vehicle registration and toll charges.</p>	<p>Introduced in the Assembly.</p>	<p>This bill would require an issuing agency that permits pay-by-plate payment of tolls, and that also offers an alternate method of toll payment utilizing a transponder or other electronic toll payment device, to include with the invoice for the pay-by-plate toll charge, information about how to enroll in that alternative payment method. The bill would require an issuing agency that permits pay-by-plate toll payment or that permits payment by a transponder or other electronic toll payment device to send an invoice by mail for any unpaid toll no later than 21 days from the date that the person drove over the vehicular crossing, toll highway, or high-occupancy toll lane. The bill would provide a process for a penalty to be assessed and for the invoice to be assigned to a collection agency if the invoice is not paid within a specified amount of time. The bill would require the issuing agency to provide an appeals process for disputed tolls and penalties, and would require the issuing agency, in cases of financial hardship, to develop a process to forgive penalties or to set up a payment plan for any unpaid penalties. This bill would require an issuing agency to allow a driver of an out-of-state vehicle to register their vehicle's license plate with the agency for up to 2 weeks at a time for the purpose of paying all tolls, and would require a rental car agency to provide a fact sheet to its customers explaining how an individual may register the license plate on their rental vehicle with an issuing agency to pay tolls. This bill would require an issuing agency that operates an electronic toll collection system that permits payment by a transponder or other electronic toll payment device to make the transponder or other electronic toll payment device available for purchase online and at other locations. The bill would prohibit the cost of the transponder from exceeding the reasonable cost to produce the transponder and would limit the cost to not more than \$5.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>AB 2622 Mullin D</p> <p>Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.</p>	<p>Introduced in the Assembly.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2034. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>AB 2647 Levine D</p> <p>Local government: open meetings.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Existing law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Existing law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Existing law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. Existing law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Existing law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 2693 Reyes D COVID-19: exposure.	Introduced in the Assembly.	<p>Existing law, the California Occupational Safety and Health Act of 1973, authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Existing law requires a notice of the prohibition to be posted in a conspicuous location at the place of employment and makes violating the prohibition or removing the notice, except as specified, a crime. Existing law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power, renewable natural gas, or water. Existing law requires that these provisions not prevent the entry or use, with the division’s knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would extend those provisions until January 1, 2025. By expanding the scope of a crime, this bill imposes a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	Watch
AB 2700 McCarty D Climate change: scoping plan.	Introduced in the Assembly.	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases by 2020 and to update the scoping plan at least once every 5 years. This bill would require the scoping plan to be for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases consistent with limits established by the act.</p>	Watch

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Bill ID/Topic	Location	Summary	Position
<p>AB 2703 Muratsuchi D</p> <p>Zero-emission fueling station reliability standards: transportation: low-income and disadvantaged community financial assistance.</p>	<p>Introduced in the Assembly.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare and update, as provided, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. This bill would require a person who receives state funding or other incentives to deploy a zero-emission vehicle fueling station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the Energy Commission. The bill would also require the Energy Commission, upon appropriation by the Legislature, to develop a program to provide financial assistance to low-income and disadvantaged community members to use zero-emission vehicle fueling stations, micromobility transportation options, and ridesharing services, as specified. This bill contains other existing laws.</p>	<p>Watch</p>
<p>AB 2722 Grayson D</p> <p>Greenhouse gases: work-from-home option.</p>	<p>Introduced in the Assembly.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases that cause global warming to reduce those emissions of greenhouse gases. This bill would require the state board to annually prepare a report quantifying the actual reduction in the emissions of greenhouse gases resulting from work-from-home options offered by employers of the state and compare that with the actual reduction in the state's overall emissions of greenhouse gases for the same year.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
AB 2793 Muratsuchi D California Greenhouse Gas Cap-and-Trade Program.	Introduced in the Assembly.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation to require a program review of the California Greenhouse Gas Cap-and-Trade Program adopted by the state board pursuant to the California Global Warming Solutions Act of 2006.	Watch
AB 2802 Muratsuchi D Air pollution: carbon tax and dividend.	Introduced in the Assembly.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Existing law requires the state board to adopt greenhouse gas emissions limits and emissions reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving a specified statewide greenhouse gas emissions limit. This bill would express the intent of the Legislature to enact future legislation that would create a carbon tax and dividend program that would impose charges on entities responsible for air pollution emissions and allocate the revenue from those charges to frontline communities that suffer from the air pollution caused by those emissions.	Watch
AB 2822 Daly D Transportation Agency.	Introduced in the Assembly.	Existing law establishes the Transportation Agency within state government under the supervision of the Secretary of Transportation. Existing law requires the secretary to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, coordinated planning and policy formulation in public interest matters related to the agency. This bill would make nonsubstantive changes to those provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>This is a Two-Year Bill.</p>	<p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p>	<p>Supported February, 2021</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 18 Skinner D</p> <p>Hydrogen: green hydrogen: emissions of greenhouse gases.</p>	<p>This is a Two-Year Bill.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state's other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board's internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 45 Portantino D</p> <p>Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.</p>	<p>In the Senate Appropriations Committee.</p>	<p>Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 66 Allen D</p> <p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>SB 114 Committee on Budget and Fiscal Review</p> <p>Employment: COVID-19: supplemental paid sick leave.</p>	<p>Signed by Governor Newsom.</p>	<p>Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations. Existing law requires the Labor Commissioner to enforce the act and provides for procedures, including investigation and hearing, and for remedies and penalties. This bill, beginning January 1, 2022, until September 30, 2022, would provide for COVID-19 supplemental paid sick leave for covered employees who are unable to work or telework due to certain reasons related to COVID-19, including that the employee is attending a COVID-19 vaccine or vaccine booster appointment for themselves or a family member, or is experiencing symptoms, or caring for a family member experiencing symptoms, related to a COVID-19 vaccine or vaccine booster. The bill would entitle a covered employee to 40 hours of COVID-19 supplemental paid sick leave if that employee works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>SB 542 Limón D</p> <p>Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.</p>	<p>Introduced in the Assembly.</p>	<p>Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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<p>SB 563 Allen D</p> <p>Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be used for certain transit related projects in specified areas</p>	<p>Watch</p>
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Bill ID/Topic	Location	Summary	Position
		<p>within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p>SB 674 Durazo D</p> <p>Public Contracts: workforce development: covered public contracts.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would complete the United States Jobs Plan. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 719 Min D</p> <p>Surplus land: exempt surplus land: eligible military base land.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 771 Becker D</p> <p>Sales and Use Tax Law: zero emissions vehicle exemption.</p>	<p>This is a Two-Year Bill.</p>	<p>Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
SB 840 Skinner D Budget Act of 2022.	Introduced in the Senate.	This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.	Watch
SB 849 Umberg D Surplus land.	Introduced in the Senate.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law exempts from these requirements exempt surplus land, as defined. This bill would make nonsubstantive changes to those provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 852 Dodd D</p> <p>Climate resilience districts: formation: funding mechanisms.</p>	<p>In the Senate Governance and Finance Committee.</p>	<p>Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would authorize a district created pursuant to these provisions to have boundaries that are identical to the boundaries of the participating entities or within the boundaries of the participating entities. The bill would authorize specified local entities to adopt a resolution to provide property tax increment revenues to the district. The bill would also authorize specified local entities to adopt a resolution allocating other tax revenues to the district, subject to certain requirements. The bill would provide for the financing of the activities of the district by, among other things, levying a benefit assessment, special tax, property-related fee, or other service charge or fee consistent with the requirements of the California Constitution. The bill would require each district to prepare an annual expenditure plan and an operating budget and capital improvement budget, which must be adopted by the governing body of the district and subject to review and revision at least annually. By imposing duties on counties in the administration of tax revenues and elections of a climate resilience district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>SB 867 Laird D</p> <p>Sea level rise planning: database.</p>	<p>In the Senate Natural Resources and Water Committee.</p>	<p>Existing law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an internet website a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Existing law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Existing law repeals these provisions on January 1, 2023. This bill would extend the sunset date for the above provisions until January 1, 2028.</p>	<p>Watch</p>
<p>SB 873 Newman D</p> <p>California Transportation Commission: state transportation improvement program: capital outlay support.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Existing law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Existing law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. The bill would require the commission to establish a threshold for requiring a supplemental project allocation and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would authorize commission to provide exceptions in the guidelines to the supplemental project allocation threshold requirement to ensure that projects are not unnecessarily delayed. The bill would exempt the guidelines adopted by the commission under these provisions from the Administrative Procedure Act.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 878 Skinner D</p> <p>School transportation.</p>	<p>In the Senate Education Committee.</p>	<p>Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Existing law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in school buses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. The bill would authorize the governing board or body of those local educational agencies to receive a state reimbursement for transporting preschool or nursery school pupils if funding for that travel has been appropriated in the annual budget act or another statute for this purpose. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 917 Becker D</p> <p>Seamless Transit Transformation Act.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region’s transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 922 Wiener D</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>In the Senate Environmental Quality Committee.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 932 Portantino D</p> <p>General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.</p>	<p>In the Senate Governance & Finance Committee.</p>	<p>Existing law states the Legislature’s intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 942 Newman D</p> <p>Low Carbon Transit Operations Program: free or reduced fare transit program.</p>	<p>In the Senate Transportation Committee.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited into the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements. This bill contains other related provisions and other existing laws.</p>	<p>Recommend Support</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1049 Dodd D</p> <p>Transportation Resilience Program.</p>	<p>Introduced in the Senate.</p>	<p>Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Existing law provides for allocation of certain other transportation capital improvement funds outside the state transportation improvement program process, including funds set aside for state highway rehabilitation under the state highway operation and protection program and funds from various other sources. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.</p>	<p>Watch</p>

San Mateo County Transit District State Legislative Matrix 2/21/22

Bill ID/Topic	Location	Summary	Position
<p>SB 1078 Allen D</p> <p>Sea Level Rise Revolving Loan Pilot Program.</p>	<p>Introduced in the Senate.</p>	<p>Existing law establishes in state government the Ocean Protection Council. Existing law requires the council to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law establishes the State Coastal Conservancy with prescribed powers and responsibilities for implementing and administering various programs intended to preserve, protect, and restore the state’s coastal areas. This bill would require the council, in consultation with the conservancy, to develop the Sea Level Rise Revolving Loan Pilot Program for purposes of providing low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property located in specified communities, including low-income communities, as provided. The bill would require the council, before January 1, 2024, in consultation with other state planning and coastal management agencies, as provided, to adopt guidelines and eligibility criteria for the program. The bill would authorize specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program from the conservancy, in consultation with the council, if the local jurisdiction develops and submits to the conservancy a vulnerable coastal property plan and completes all other requirements imposed by the council. The bill would require the conservancy, in consultation with the council, to review the plans to determine whether they meet the required criteria and guidelines for vulnerable coastal properties to be eligible for participation in the program. This bill contains other related provisions.</p>	<p>Watch</p>

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<p>SB 1100 Cortese D</p> <p>Open meetings: orderly conduct.</p>	<p>Introduced in the Senate.</p>	<p>Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Existing law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Existing law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Existing law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the members of the legislative body conducting a meeting to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning, either by the presiding member of the legislative body or a law enforcement officer, that the individual is disrupting the proceedings and a request that the individual curtail their disruptive behavior or be subject to removal. The bill would similarly require a warning before clearing a meeting room for willful interruptions by a group or groups. The bill would define "willfully interrupting" to mean intentionally engaging in behavior during a meeting of a legislative body that substantially impairs or renders infeasible the orderly conduct of the meeting in accordance with law. The term would include failure to comply with a reasonable regulation adopted in accordance with existing law after a warning and request in accordance with the bill, as applicable. By establishing new requirements for local legislative bodies, this bill would impose a state-mandated program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
SB 1121 Gonzalez D Transportation funding: plan.	Introduced in the Senate.	Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the department and the commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would state the intent of the Legislature to enact subsequent legislation to determine the level of government-provided capital and operating expenditures to meet the state's transportation needs for the next 10 years and to develop a plan to provide for those needs.	Watch
SB 1156 Grove R Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.	Introduced in the Senate.	Existing law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.	Watch

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Bill ID/Topic	Location	Summary	Position
<p>SB 1161 Min D</p> <p>Transit districts: street harassment initiatives.</p>	<p>Introduced in the Senate.</p>	<p>Existing law creates various transit districts throughout the state, with specified powers and duties relative to providing public transit service. Existing law provides various provisions applicable to all public transit and transit districts. This bill would require certain transit districts to develop and implement initiatives to address the street harassment, as defined, of persons traveling by their systems at any point along the whole journey, as defined, and to consider the safety concerns and needs of these persons when planning, designing, and operating their systems. The bill would require these initiatives to be developed based on specified ridership data and in coordination and consultation with persons who travel by their systems, and would require those transit agencies to conduct outreach in multiple languages in order to reach limited English proficient persons impacted by street harassment. The bill would require these initiatives to include changes to policies, design, operations, or other aspects of transit systems, as specified. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	<p>Watch</p>
<p>SB 1168 Cortese D</p> <p>Public employees' retirement: beneficiary payment.</p>	<p>Introduced in the Senate.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS) to provide defined benefits to members of the system based on final compensation, credited service, and age at retirement, subject to certain variations. PERS is administered by its board of administration. Existing law, upon the death of a member after retirement and while receiving a retirement allowance from PERS, pays \$500 to the person's beneficiary, unless otherwise provided. This bill would require the board to determine the average benefit paid under various PERS provisions upon the death of a member, as provided, and would require the board, beginning on July 1, 2023, to increase the \$500 beneficiary payment described above annually in a specified amount until the beneficiary payment reaches the average benefit paid, as calculated by the board.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1217 Allen D</p> <p>State-Regional Collaborative for Climate, Equity, and Resilience.</p>	<p>Introduced in the Senate.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. This bill would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the state board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. This bill contains other existing laws.</p>	<p>Watch</p>
<p>SB 1230 Limón D</p> <p>Greenhouse gas emissions: transportation.</p>	<p>Introduced in the Senate.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation that would implement measures and programs that achieve the 2030 greenhouse gas reduction targets for the transportation sector identified in the 2017 scoping plan and that would minimize increases in greenhouse gas emissions in the electric power sector from transportation electrification through a combination of specified actions.</p>	<p>Watch</p>
<p>SB 1263 Hertzberg D</p> <p>School district governing boards: pupil transportation.</p>	<p>Introduced in the Senate.</p>	<p>Existing law prohibits the governing board of a school district from requiring any pupil to be transported for any purpose without the written permission of the parent or guardian, except as specified. This bill would make nonsubstantive changes to that provision.</p>	<p>Watch</p>

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Bill ID/Topic	Location	Summary	Position
<p>SB 1391 Kamlager D</p> <p>Greenhouse Gas Reduction Fund: investment plan.</p>	<p>Introduced in the Senate.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the fund. This bill would require the 3-year investment plan to additionally identify conflicting or overlapping policies, where applicable, in current state strategies to meeting the state’s greenhouse gas emissions reduction goals and targets by sector.</p>	<p>Watch</p>
<p>SB 1410 Caballero D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>Introduced in the Senate.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that the lead agency 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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas. This bill contains other existing laws.</p>	<p>Watch</p>