

**BOARD OF DIRECTORS 2023**

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

APRIL CHAN  
GENERAL MANAGER/CEO



## Agenda

### Board of Directors Meeting

**December 6, 2023, 2:00 pm**

### San Mateo County Transit District

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

Members of the public may attend in-person or participate remotely via Zoom at: <https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3aBrNUxVbGNmQT09> or by entering Webinar ID: **876 0982 4114**, Passcode: **519746** in the Zoom app for audio/visual capability or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

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

1. Visitors experiencing the following symptoms of COVID-19 may not enter the building:
  - Cough
  - Shortness of Breath
  - Fever
  - Chills
  - Muscle Pain
  - Sore Throat
  - Loss of Taste or Smell
2. Wearing of masks is recommended but not required.

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

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

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

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

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

**Wednesday, December 6, 2023**

**2:00 pm**

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1. Call to Order/Pledge of Allegiance

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

2. Roll Call

3. Report from Closed Session at November 1 Board Meeting

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

3.a.1. Property: 610 Walnut Street, Redwood City  
Agency negotiator: April Chan, District General Manager/CEO  
Negotiating parties: Wind Hill Property Ventures  
Under negotiation: Price and terms of payment

3.a.2. Property: 2075 Broadway Street, Redwood City  
Agency negotiator: April Chan, District General Manager/CEO  
Negotiating parties: Lane Partners  
Under negotiation: Price and terms of payment

3.a.3. Property: 1 Circle Star Way, San Carlos  
Agency negotiator: April Chan, District General Manager/CEO  
Negotiating parties: Workspace Property Trust  
Under negotiation: Price and terms of payment

3.a.4. Property: 166 N. Rollins Road, Millbrae  
Agency negotiator: April Chan, District General Manager/CEO  
Negotiating parties: Gateway Millbrae Office, LLC  
Under negotiation: Price and terms of payment

4. Consent Calendar

- |      |   |            |
|------|---|------------|
| 4.a. | Approval of Minutes of the Regular Board of Directors Meeting of November 1, 2023 and the Special Meeting of November 9, 2023 | Motion     |
| 4.b. | Acceptance of Statement of Revenues and Expenses for the Period Ending October 31, 2023                                       | Motion     |
| 4.c. | Acceptance of Quarterly Fuel Hedge Update   | Motion     |
| 4.d. | Motion to Make Appointments to the Measure W Citizens Oversight Committee   | Motion     |
| 4.e. | Continuation of the Safe Harbor Transit Program   | Resolution |
| 4.f. | Award of Contract for Aboveground and Underground Storage Tank Maintenance Services   | Resolution |
| 4.g. | Authorize Amendments to the Contracts for On-call Environmental Planning, Permitting, and Support Services                    | Resolution |

5. Public Comment for Items Not on the Agenda

*Comments by each individual speaker shall be limited to two (2) minutes. Items raised that require a response will be deferred for staff reply.*

6. Report of the Chair

- |      |  |               |
|------|--|---------------|
| 6.a. | 2024 Chair and Vice Chair Nominating Committee | Informational |
|------|--|---------------|

7. Report of the General Manager/CEO

- |      |  |               |
|------|--|---------------|
| 7.a. | General Manager/CEO Report – November 29, 2023 | Informational |
| 7.b. | Same-Day Paratransit Service                   | Informational |

- |    |   |            |
|----|---|------------|
| 8. | Public Hearing on and Adoption of Proposed Fare Structure Changes; Approval of Associated Title VI Equity Analysis; Findings Under the California Environmental Quality Act and National Environmental Policy Act | Resolution |
|----|---|------------|

1. Open Public Hearing
2. Present Staff Report
3. Hear Public Comment
4. Close Public Hearing
5. Board Discussion and Action

9. Board Member Requests/Comments

10. Recess to Committee Meetings

10.a. Community Relations Committee / Committee of the Whole

*M. Chuang (Chair), R. Mueller, P. Ratto*

10.a.1. Call to Order

10.a.2. Approval of Minutes of the Community Relations Committee Meeting of November 1, 2023 Motion

10.a.3. Accessible Services Update Informational

10.a.4. Paratransit Coordinating Council Update Informational

10.a.5. Citizens Advisory Committee Update Informational

10.a.6. Quarterly Report | Quarter 1 Fiscal Year 2024 Informational

10.a.7. Monthly Performance Report | October 2023 Informational

10.a.8. Adjourn

10.b. Finance Committee / Committee of the Whole

*J. Gee (Chair), M. Chuang, M. Fraser*

10.b.1. Call to Order

10.b.2. Approval of Minutes of the Finance Committee Meeting of November 1, 2023 Motion

10.b.3. Update of Innovative Clean Transit Plan Motion

10.b.4. Award of Contract for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-floor Hydrogen Fuel Cell Electric Buses and Disposition of 105 2009 Gillig Diesel Buses Motion

10.b.5. Authorization to Sell Two Parcels in the City of San Carlos to the Peninsula Corridor Joint Powers Board for Property Used for the Peninsula Corridor Electrification Project Motion

10.b.6. Adjourn

- 10.c. Legislative Committee / Committee of the Whole  
*R. Mueller (Chair), R. Medina*
  - 10.c.1. Call to Order
  - 10.c.2. Approval of Minutes of the Legislative Committee Meeting of November 1, 2023 Motion
  - 10.c.3. State and Federal Legislative Update Informational
  - 10.c.4. 2024 Draft Legislative Program Informational
  - 10.c.5. Adjourn
- 11. Reconvene Board of Directors Meeting
- 12. Matters for Board Consideration: Community Relations Committee
  - 12.a. Accessible Services Update Informational
  - 12.b. Paratransit Coordinating Council Update Informational
  - 12.c. Citizens Advisory Committee Update Informational
  - 12.d. Quarterly Report | Quarter 1 Fiscal Year 2024 Informational
  - 12.e. Monthly Performance Report | October 2023 Informational
- 13. Matters for Board Consideration: Finance Committee
  - 13.a. Adopting an Update to the SamTrans Innovative Clean Transit Plan Resolution
  - 13.b. Awarding Contracts to New Flyer of America, Inc. for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-Floor Hydrogen Fuel Cell Electric Buses for a Total Not-to-exceed Amount of \$162,272,344, and Authorizing the Disposition of 105 of the District's 2009 Gillig Diesel Buses Resolution
  - 13.c. Authorization for the District to Sell Two Parcels in the City of San Carlos to the Peninsula Corridor Joint Powers Board for \$422,730 Resolution

14. Matters for Board Consideration: Legislative Committee

14.a. State and Federal Legislative Update Informational

14.b. 2024 Draft Legislative Program Informational

15. Communications to the Board of Directors Informational

16. Date/Time of Next Regular Meeting – Wednesday, January 10, 2024 at  
2:00 pm

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

17. General Counsel Report

17.a. Consideration of Resolution Declaring the Uncertainty of Compensation for the General Manager/CEO as of November 1, 2023 Resolution

17.b. Context of and Update on District Headquarters Replacement Project Informational

17.c. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8  
*When the Board reconvenes in open session, the Board may consider actions related to one or more of the following closed session matters.*

17.c.1. Property: 610 Walnut Street, Redwood City  
Agency negotiator: April Chan, District General Manager/CEO  
Negotiating parties: Wind Hill Property Ventures  
Under negotiation: Price and terms of payment

17.c.2. Property: 2075 Broadway Street, Redwood City  
Agency negotiator: April Chan, District General Manager/CEO  
Negotiating parties: Lane Partners  
Under negotiation: Price and terms of payment

- 17.c.3. Property: 1 Circle Star Way, San Carlos  
Agency negotiator: April Chan, District General  
Manager/CEO  
Negotiating parties: Workspace Property Trust  
Under negotiation: Price and terms of payment
  
- 17.c.4. Property: 166 N. Rollins Road, Millbrae  
Agency negotiator: April Chan, District General  
Manager/CEO  
Negotiating parties: Gateway Millbrae Office, LLC  
Under negotiation: Price and terms of payment

18. 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: <https://www.samtrans.com/meetings>. Communications to the Board of Directors can be emailed to [board@samtrans.com](mailto:board@samtrans.com).

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

### **Date and Time of Board and Citizens Advisory Committee Meetings**

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

### **Location of Meeting**

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

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

### **Public Comment**

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

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

### **Accessible Public Meetings/Translation**

Upon request, SamTrans will provide for written agenda materials in appropriate alternative formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in and provide comments at/related to public meetings. Please submit a request, including your name, phone number and/or email address, and a description of the modification, accommodation, auxiliary aid, service or alternative format requested at least 72 hours in advance of the meeting or hearing. Please direct requests for disability-related modification and/or interpreter services to the Title VI Administrator at San Mateo County Transit District, 1250 San Carlos Avenue, San Carlos, CA 94070-1306; or email [titlevi@samtrans.com](mailto:titlevi@samtrans.com); or request by phone at 650-622-7864 or TTY 650-508-6448.

### **Availability of Public Records**

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



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

**Minutes of Board of Directors Meeting**

**November 1, 2023**

**Members Present:** D. Canepa, M. Chuang, B. Esser, M. Fraser (Vice Chair), J. Gee,  
**(In Person)** R. Medina, R. Mueller (arrived at 2:09 pm), J. Powell (Chair), P. Ratto

**Members Present:** None  
**(Via Teleconference)**

**Members Absent:** None

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

**1. Call to Order/Pledge of Allegiance**

Chair Josh Powell called the meeting to order at 2:00 pm and requested that Director Peter Ratto lead the Pledge of Allegiance.

**2. Roll Call**

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

**3. Report from Closed Session at October 4 Board Meeting**

**3.a. Closed Session: Threat to Public Services or Facilities Pursuant to Government Code Section 54957(a)**

Joan Cassman, Legal Counsel, said that no action was taken by the Board.

**4. Consent Calendar**

**4.a. Approval of Minutes of the Board of Directors Meeting of October 4, 2023**

**4.b. Acceptance of Statement of Revenues and Expenses for the Period Ending September 30, 2023**

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

**4.d. Acceptance of Capital Projects Quarterly Status Report for 1<sup>st</sup> Quarter Fiscal Year 2024**

**4.e. Award of Contract for Insurance Brokerage Services – Approved by Resolution No. 2023-48**

Motion/Second: Medina/Ratto

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

Noes: None

Absent: Mueller

## 5. Public Comment for Items Not on the Agenda

There were no comments.

## 6. Report of the Chair

### 6.a. Proclamation Honoring National Native American Heritage Month

Tasha Bartholomew, Media Relations Manager, summarized the resolution, which reflected on the contributions made by Native Americans to our shared culture.

Motion/Second: Esser/Fraser

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

Noes: None

Absent: Mueller

#### Public Comment:

Aleta Dupree requested to make a comment for Items Not on the Agenda. She noted she had recently ridden on SamTrans buses and commended the Clipper card readers. She said she was looking forward to future service improvements.

## 7. Report of the General Manager/CEO

### 7.a. General Manager/CEO Report – October 25, 2023

April Chan, General Manager/CEO, said the report was in the packet. She said bus ridership for September ridership is 85.7 percent of pre-pandemic numbers, showing a strong recovery. She said regarding Ride Plus microtransit service, the average number of trips for the month of September was over 92 and was close to 109 for October. She said they are still working out the technical issues to get Clipper readers on microtransit vehicles, so they are continuing to offer free rides on Ride Plus until further notice.

*Director Ray Mueller arrived at 2:09 pm.*

Ms. Chan said the schedules will be adjusted to improve on-time performance starting November 5. She said they would roll -out additional Reimagine SamTrans changes in February and June.

Director Jeff Gee asked about the connection between ridership recovery, Clipper 2.0, and free fares on microtransit. David Olmeda, Chief Operating Officer, Bus, said they track ridership regardless of whether fares are collected on the buses.

Director Marie Chuang asked if third-party contractors are required to capture ridership data as part of their contracts. Mr. Olmeda said they had a multitude of different contractors providing different services, noting that the contractors are required to provide ridership reports across all modes regardless of who is providing the service.

**7.b. Update on Implementation of the Peninsula Corridor Joint Powers Board Governance MOU**

Ms. Chan said the real property ownership agreement (RPOA) will need to be amended by special counsel from both SamTrans and Caltrain. She said that general counsel from both agencies is working on a shared services agreement that includes the areas of finance, communications, technology, human resources, real property, and grants. She said the joint powers agreement between the two agencies is also being worked on.

**8. Board Member Requests/Comments**

There were no requests or comments.

**9. Recess to Committee Meetings**

The Board meeting recessed to Committee meetings at 2:24 pm.

**10. Reconvene Board of Directors Meeting**

Chair Powell reconvened the Board meeting at 4:22 pm.

**11. Matters for Board Consideration: Community Relations Committee**

Chair Powell reported on the following items:

- 11.a. Accessible Services Update**
- 11.b. Paratransit Coordinating Council Update**
- 11.c. Citizens Advisory Committee Update**
- 11.d. Monthly Performance Report | September 2023**

**12. Matters for Board Consideration: Finance Committee**

Chair Powell reported on the following item:

- 12.a. CFO Report for Fiscal Year 2023, Quarter 1 of Fiscal Year 2024, and Outlook for Fiscal Years 2024 and 2025**

Chair Powell led the Board in voting on the following items:

- 12.b. Awarding a Contract to Model 1 Commercial Vehicles, Inc. for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles for a Total Not-to-exceed Amount of \$2,595,145 and Authorizing the Disposition of 21 2015 ElDorado AeroTech Paratransit Cutaway Vehicles – Approved by Resolution No. 2023-49**
- 12.c. Awarding a Contract to MV Transportation, Inc. to Provide Contracted Urban Bus Services for a Five-year Term for a Total Not-to-exceed Amount of \$151,236,512, Authorizing up to Two Additional Option Years for an Additional Not-to-exceed Amount of \$65,849,394, and Amending the Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively – Approved by Resolution No. 2023-50**

Motion/Second: Esser/Fraser

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

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

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

#### **13.a. Call for Public Hearing on Proposed Fare Structure Changes**

Motion/Second: Powell/Canepa

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

### **14. Matters for Board Consideration: Legislative Committee**

Chair Powell reported on the following item:

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

### **15. Communications to the Board of Directors**

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

### **16. Date/Time of Next Regular Meeting**

Chair Powell announced the time and location of the next meeting as Wednesday, December 6, 2023 at 2:00 pm, in person at the SamTrans Auditorium and via Zoom teleconference.

### **17. General Counsel Report**

#### **17.a. Closed Session: Conference with Real Property Negotiators pursuant to Government Code Section 54956.8**

- 17.a.1. Property: 610 Walnut Street, Redwood City**  
**Agency negotiator: April Chan, District General Manager/CEO**  
**Negotiating parties: Wind Hill Property Ventures**  
**Under negotiation: Price and terms of payment**
- 17.a.2. Property: 2075 Broadway Street, Redwood City**  
**Agency negotiator: April Chan, District General Manager/CEO**  
**Negotiating parties: Lane Partners**  
**Under negotiation: Price and terms of payment**
- 17.a.3. Property: 1 Circle Star Way, San Carlos**  
**Agency negotiator: April Chan, District General Manager/CEO**  
**Negotiating parties: Workspace Property Trust**  
**Under negotiation: Price and terms of payment**

- 17.a.4. Property: 166 N. Rollins Road, Millbrae**  
**Agency negotiator: April Chan, District General Manager/CEO**  
**Negotiating parties: Gateway Millbrae Office, LLC**  
**Under negotiation: Price and terms of payment**

Joan Cassman, Legal Counsel, announced the closed session and noted that since no reportable action was expected, the open session of the meeting could be adjourned and a report-out provided at the next Board meeting.

*The Board recessed to closed session at 4:25 pm.*

## **18. Adjourn**

The meeting adjourned at 6:03 pm.

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

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of Statement of Revenues and Expenses for the Period  
Ending October 31, 2023**

**Action**

Staff proposes that the Board accept and enter into the record the Statement of Revenues and Expenses for the period ending October 31, 2023 and supplemental information.

This staff report provides a brief discussion of significant items and trends on the attached Statement of Revenues and Expenses through October 31, 2023. 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 an easy comparison of current year-to-date actuals to information for the prior year-to-date actuals, including dollar and percentage variances.

**Year to Date Revenues:** As of October year-to-date actual, the Total Sources of Funds (page 1, line 15) are \$31.0 million higher than the prior year. This is primarily driven by the increases in Operating Grants (page 1, line 4) District Sales Tax (page 1, line 9), Measure W Sales Tax (page 1, line 10), Investment Income (page 1, line 11), and Other Interest, Rent & Other Income (page 1, line 12). Operating Grants (page 1, line 4) significantly increased by \$7.0 million due to FTA funding for Vehicle preventive maintenance. Other Interest, Rent, & Other Income (page 1, line 12) significantly increased due to the \$15.2 million payment from CCSF and VTA related to the August 2022 PCJPB Governance MOU. The increases are partially offset by the decreases in Local TDA and STA Funds (page 1, line 2).

**Year to Date Expenses:** As of October year-to-date actual, the Total Uses of Funds (page 1, line 34) are \$23.0 million higher than the prior year-to-date actual. This is primarily due to the increases in Motor Bus (page 1, line 19) and Sales Tax Allocation for Capital Programs (page 1, line 30).

**Other Information:** Starting July 2023, the Agency accounts for revenues and expenses on a full accrual basis on the monthly financial statement. As such, the variances of certain line items between the current year actual and the prior year actual may show noticeable variances due to the change in methodology.

**Budget Impact**

There is no budget impact for the month of October 2023.

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

Statement of Revenues and Expenses

SUMMARY OF REVENUES AND EXPENSES  
FISCAL YEAR 2024  
OCTOBER 2023

% OF YEAR ELAPSED: 33.3%

	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	VARIANCE
<b>SOURCES OF FUNDS</b>							
<b>Operating Revenues</b>							
1 Passenger Fares	3,693,327	4,640,252	946,925	25.6%	11,506,000	11,506,000	-
2 Local TDA and STA Funds	29,962,152	22,955,932	(7,006,220)	(23.4%)	68,867,790	68,867,790	-
3 Pass through to Other Agencies	199,124	-	(199,124)	(100.0%)	-	-	-
4 Operating Grants	748,281	7,545,562	6,797,280	908.4%	4,300,863	9,805,749	5,504,886
5 SMCTA Measure A	1,802,595	1,567,240	(235,355)	(13.1%)	4,650,560	4,650,560	-
6 AB434 Funds, TA Funded Shuttle & Other	36,706	-	(36,706)	(100.0%)	-	-	-
<b>7 Subtotal - Operating Revenues</b>	<b>36,442,185</b>	<b>36,708,985</b>	<b>266,800</b>	<b>0.7%</b>	<b>89,325,213</b>	<b>94,830,099</b>	<b>5,504,886</b>
<b>Other Revenue Sources</b>							
9 District Sales Tax	36,709,369	41,868,351	5,158,982	14.1%	116,264,000	116,264,000	-
10 Measure W Sales Tax	18,359,652	20,926,285	2,566,633	14.0%	58,132,000	58,132,000	-
11 Investment Income	1,765,249	6,501,872	4,736,623	268.3%	8,098,649	8,098,649	-
12 Other Interest, Rent & Other Income	3,261,017	19,008,464	15,747,447	482.9%	10,206,685	25,613,041	15,406,356
13 Due from PCJPB, SMCTA & SAMTR Capital W&B	10,248,082	12,790,753	2,542,671	24.8%	55,308,187	55,308,187	-
<b>14 Subtotal - Other Revenues</b>	<b>70,343,369</b>	<b>101,095,724</b>	<b>30,752,356</b>	<b>43.7%</b>	<b>248,009,521</b>	<b>263,415,877</b>	<b>15,406,356</b>
<b>15 Total Sources of Funds</b>	<b>106,785,554</b>	<b>137,804,709</b>	<b>31,019,156</b>	<b>29.0%</b>	<b>337,334,734</b>	<b>358,245,977</b>	<b>20,911,243</b>
<b>USES OF FUNDS</b>							
18 PCJPB, SMCTA & SAMTR Capital W&B	10,248,082	12,790,753	2,542,671	24.8%	55,308,187	55,308,187	-
19 Motor Bus	51,242,804	62,992,392	11,749,588	22.9%	181,990,458	181,990,458	-
20 A. D. A. Programs	6,714,142	7,143,426	429,285	6.4%	20,673,892	20,673,892	-
21 Other Multi-Modal Programs	1,725,072	1,713,637	(11,435)	(0.7%)	6,489,357	6,489,357	-
22 Pass through to Other Agencies	199,124	-	(199,124)	(100.0%)	-	-	-
<b>23 Total Operating Expense</b>	<b>70,129,224</b>	<b>84,640,208</b>	<b>14,510,984</b>	<b>20.7%</b>	<b>264,461,894</b>	<b>264,461,894</b>	<b>-</b>
<b>25 Total Operating Surplus / (Deficit)</b>	<b>36,656,330</b>	<b>53,164,501</b>	<b>16,508,171</b>	<b>45.0%</b>	<b>72,872,840</b>	<b>93,784,083</b>	<b>20,911,243</b>
27 District Sales Tax Capital	1,842,467	4,565,692	2,723,225	147.8%	13,697,076	13,697,076	-
28 Measure W Sales Tax Capital	7,845,329	9,574,191	1,728,861	22.0%	28,722,572	28,722,572	-
29 Reserves for Future Measure W Capital Allocation	-	4,227,570	4,227,570	100.0%	12,682,709	12,682,709	-
<b>30 Sales Tax Allocation - Capital Program</b>	<b>9,687,796</b>	<b>18,367,452</b>	<b>8,679,656</b>	<b>89.6%</b>	<b>55,102,357</b>	<b>55,102,357</b>	<b>-</b>
<b>32 Total Debt Service</b>	<b>2,633,027</b>	<b>2,455,010</b>	<b>(178,017)</b>	<b>(6.8%)</b>	<b>19,142,898</b>	<b>19,142,898</b>	<b>-</b>
<b>34 Total Uses of Funds</b>	<b>82,450,047</b>	<b>105,462,671</b>	<b>23,012,624</b>	<b>27.9%</b>	<b>338,707,149</b>	<b>338,707,149</b>	<b>-</b>
<b>36 SURPLUS/(DEFICIT)</b>	<b>24,335,507</b>	<b>32,342,038</b>	<b>8,006,532</b>	<b>32.9%</b>	<b>(1,372,415)</b>	<b>19,538,828</b>	<b>20,911,243</b>
<b>37 Draw from Prior Years' Surplus</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,372,415</b>	<b>-</b>	<b>(1,372,415)</b>
<b>38 ADJUSTED SURPLUS/(DEFICIT)</b>	<b>24,335,507</b>	<b>32,342,038</b>	<b>8,006,532</b>	<b>32.9%</b>	<b>-</b>	<b>19,538,828</b>	<b>19,538,828</b>



Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT STATEMENT OF REVENUES FISCAL YEAR 2024 OCTOBER 2023							
% OF YEAR ELAPSED: 33.3%							
REVENUE	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>OPERATING REVENUES - MOTOR BUS</b>							
1 PASSENGER FARES	3,530,575	4,438,754	908,179	25.7%	11,000,000	11,000,000	-
2							
3 LOCAL (TDA) TRANSIT FUND	17,676,000	17,864,584	188,584	1.1%	53,593,748	53,593,748	-
4							
5 STATE TRANSIT ASSISTANCE	11,031,732	3,795,528	(7,236,204)	(65.6%)	11,386,584	11,386,584	-
6							
7 OPERATING GRANTS	101,732	7,092,393	6,990,661	6,871.6%	1,587,507	7,092,393	5,504,886
8							
9 DISTRICT SALES TAX REVENUE	15,950,827	5,190,420	(10,760,407)	(67.5%)	80,222,063	59,310,820	(20,911,243)
10							
11 MEASURE W SALES TAX	-	1,167,974	1,167,974	100.0%	13,201,881	13,201,881	-
12							
13 INVESTMENT INTEREST INCOME	1,627,284	6,289,864	4,662,580	286.5%	7,431,808	7,431,808	-
14							
15 <b>OTHER REVENUE SOURCES:</b>							
16 Rental Income	667,770	868,190	200,421	30.0%	2,195,931	2,195,931	-
17 Advertising Income	515,751	516,692	941	0.2%	1,009,299	1,009,299	-
18 Other Income	141,134	15,767,993	15,626,860	11,072.4%	361,637	15,767,993	15,406,356
19 <b>TOTAL OTHER REVENUES</b>	<b>1,324,654</b>	<b>17,152,875</b>	<b>15,828,221</b>	<b>1194.9%</b>	<b>3,566,867</b>	<b>18,973,223</b>	<b>15,406,356</b>
20							
21 <b>TOTAL MOTOR BUS</b>	<b>51,242,804</b>	<b>62,992,392</b>	<b>11,749,588</b>	<b>22.9%</b>	<b>181,990,458</b>	<b>181,990,458</b>	<b>-</b>
22							
23 <b>AMERICAN DISABILITIES ACT:</b>							
24 Passenger Fares Redi-Wheels	162,752	201,498	38,746	23.8%	506,000	506,000	-
25 Local TDA 4.5 Redi-Wheels	930,316	940,240	9,924	1.1%	2,820,723	2,820,723	-
26 Local STA - Paratransit	324,104	355,580	31,476	9.7%	1,066,735	1,066,735	-
27 Operating Grants	646,549	453,168	(193,381)	(29.9%)	2,713,356	2,713,356	-
28 Sales Tax Revenue - ADA	2,502,478	1,706,846	(795,632)	(31.8%)	3,524,839	3,524,839	-
29 Measure W Sales Tax - ADA	-	1,706,846	1,706,846	100.0%	3,524,838	3,524,838	-
30 Interest Income - Paratransit Fund	137,965	212,008	74,043	53.7%	666,841	666,841	-
31 SMCTA Measure A Redi-Wheels	1,802,595	1,567,240	(235,355)	(13.1%)	4,650,560	4,650,560	-
32 Measure M Paratransit	207,382	-	(207,382)	(100.0%)	1,200,000	1,200,000	-
33 <b>TOTAL ADA PROGRAMS</b>	<b>6,714,142</b>	<b>7,143,426</b>	<b>429,285</b>	<b>6.4%</b>	<b>20,673,892</b>	<b>20,673,892</b>	<b>-</b>
34							
35 <b>MULTI-MODAL TRANSIT PROGRAMS:</b>							
36							
37 AB434 Funds-SamTrans Shuttle	36,706	-	(36,706)	(100.0%)	-	-	-
38 Employer SamTrans Shuttle Funds	1,540,630	1,499,711	(40,919)	(2.7%)	5,257,400	5,257,400	-
39 Dumbarton Rental Income	188,350	355,878	167,527	88.9%	182,418	182,418	-
40 Sales Tax Revenue - Gen. Operating Asst.	(40,614)	(141,952)	(101,338)	(249.5%)	1,049,539	1,049,539	-
41							
42 <b>TOTAL MULTIMODAL</b>	<b>1,725,072</b>	<b>1,713,637</b>	<b>(11,435)</b>	<b>(0.7%)</b>	<b>6,489,357</b>	<b>6,489,357</b>	<b>-</b>
43							
44 <b>TOTAL REVENUES</b>	<b>59,682,018</b>	<b>71,849,455</b>	<b>12,167,437</b>	<b>20.4%</b>	<b>209,153,707</b>	<b>209,153,707</b>	<b>-</b>

Statement of Revenues and Expenses							
SAN MATEO COUNTY TRANSIT DISTRICT OPERATING EXPENSES FISCAL YEAR 2024 OCTOBER 2023							
% OF YEAR ELAPSED: 33.3%							
EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>DISTRICT OPERATED BUSES</b>							
1 Motor Bus Wages & Benefits	28,558,195	35,881,547	7,323,353	25.6%	98,798,936	98,798,936	-
2							
3 Services:							
4 Board of Directors	88,333	43,218	(45,115)	(51.1%)	142,484	142,484	-
5 Contracted Vehicle Maintenance	498,198	297,639	(200,559)	(40.3%)	1,197,256	1,197,256	-
6 Property Maintenance	468,336	580,039	111,703	23.9%	2,732,602	2,732,602	-
7 Professional Services	1,075,834	1,391,237	315,403	29.3%	6,007,989	6,007,989	-
8 Technical Services	2,693,228	2,761,644	68,416	2.5%	12,866,736	12,866,736	-
9 Other Services	888,280	1,448,288	560,009	63.0%	5,001,819	5,001,819	-
10 Materials & Supply:							
11 Fuel and Electricity*	1,630,583	1,645,493	14,909	0.9%	4,897,400	4,897,400	-
12 Bus Parts and Materials	880,904	1,151,198	270,294	30.7%	3,500,510	3,500,510	-
13 Uniforms and Driver Expense	103,239	133,107	29,868	28.9%	960,134	960,134	-
14 Timetables and Tickets	28,173	22,212	(5,961)	(21.2%)	175,633	175,633	-
15 Office Supplies / Printing	212,450	224,986	12,536	5.9%	830,799	830,799	-
16 Other Materials and Supply	71,891	70,597	(1,294)	(1.8%)	183,800	183,800	-
17							
18 Utilities:							
19 Telephone	203,213	224,148	20,934	10.3%	745,200	745,200	-
20 Other Utilities	421,289	630,099	208,811	49.6%	1,842,600	1,842,600	-
21 Insurance	2,833,849	1,054,999	(1,778,850)	(62.8%)	3,309,439	3,309,439	-
22 Claims Reserves and Payments	462,093	880,302	418,209	90.5%	800,000	800,000	-
23 Workers Compensation	1,190,442	1,059,725	(130,717)	(11.0%)	3,835,476	3,835,476	-
24 Taxes and License Fees	285,137	228,034	(57,104)	(20.0%)	448,804	448,804	-
25 Leases and Rentals	12,042	39,102	27,060	224.7%	241,894	241,894	-
26 Promotional and Legal Advertising	229,783	278,339	48,556	21.1%	1,407,106	1,407,106	-
27 Training and Business Travel	73,358	80,826	7,468	10.2%	963,040	963,040	-
28 Dues and Membership	71,744	56,072	(15,672)	(21.8%)	262,707	262,707	-
29 Postage and Other	58,590	31,025	(27,565)	(47.0%)	218,244	218,244	-
30							
31 <b>Total District Operated Buses</b>	<b>43,039,184</b>	<b>50,213,874</b>	<b>7,174,690</b>	<b>16.7%</b>	<b>151,370,608</b>	<b>151,370,608</b>	<b>-</b>
32							
33 <b>CONTRACTED BUS SERVICES</b>							
34 Contracted Urban Bus Service	5,794,753	7,321,190	1,526,436	26.3%	21,596,300	21,596,300	-
35 Coastside Services	502,337	700,284	197,947	39.4%	2,070,800	2,070,800	-
36 Redi Coast Non-ADA	58,219	95,472	37,253	64.0%	246,380	246,380	-
37 La Honda - Pescadero	8,400	24,098	15,698	186.9%	52,600	52,600	-
38 SamCoast - Pescadero	50,614	134,435	83,821	165.6%	210,327	210,327	-
39 Microtransit	-	755,092	755,092	100.0%	3,319,877	3,319,877	-
40 CUB Related Wages & Benefits	151,487	248,179	96,692	63.8%	705,256	705,256	-
41 CUB Related Other Support	50,777	58,460	7,683	15.1%	160,360	160,360	-
42 CUB Insurance	1,397,472	524,806	(872,666)	(62.4%)	1,657,950	1,657,950	-
43 CUB Claims Reserves & Payments	189,561	2,916,502	2,726,941	1,438.6%	600,000	600,000	-
44 <b>Total Contracted Bus Service</b>	<b>8,203,620</b>	<b>12,778,517</b>	<b>4,574,897</b>	<b>55.8%</b>	<b>30,619,850</b>	<b>30,619,850</b>	<b>-</b>
45							
46 <b>TOTAL MOTOR BUS</b>	<b>51,242,804</b>	<b>62,992,392</b>	<b>11,749,588</b>	<b>22.9%</b>	<b>181,990,458</b>	<b>181,990,458</b>	<b>-</b>

\* Fuel and Electricity costs were reduced by a realized gain of \$180,913 from the fuel hedge program.

Statement of Revenues and Expenses

OPERATING EXPENSES  
FISCAL YEAR 2024  
OCTOBER 2023

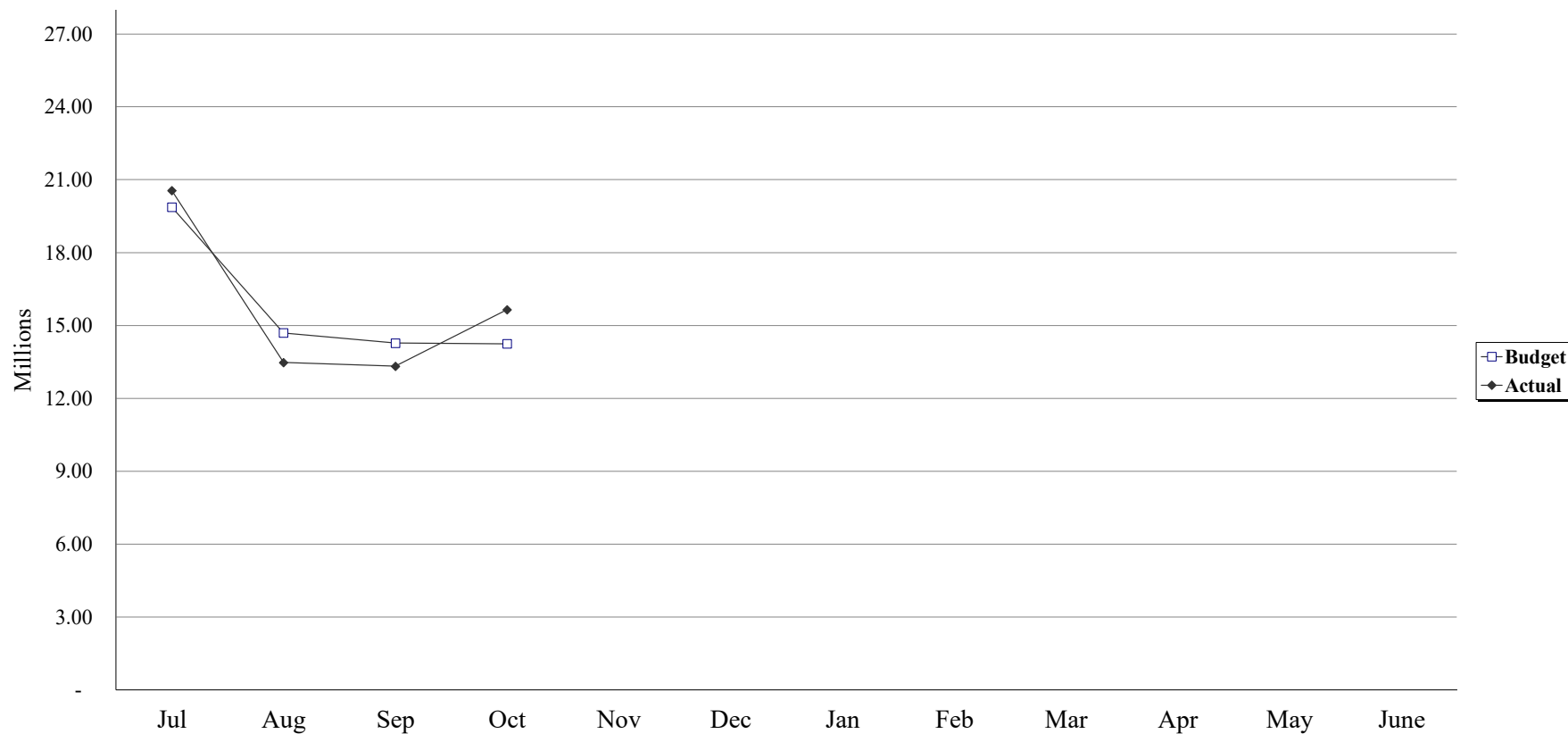
% OF YEAR ELAPSED: 33.3%

EXPENSES	YEAR-TO-DATE				ANNUAL		
	PRIOR ACTUAL	CURRENT ACTUAL	\$ VARIANCE	% VARIANCE	BUDGET	FORECAST	\$ VARIANCE
<b>AMERICAN DISABILITY ACT PROGRAMS</b>							
47 Elderly & Disabled/Redi-Wheels	2,769,749	3,102,641	332,892	12.0%	8,465,551	8,465,551	-
48 ADA Sedans / Taxi Service	822,886	1,112,629	289,743	35.2%	2,390,907	2,390,907	-
49 Coastside ADA	498,275	887,891	389,616	78.2%	2,281,914	2,281,914	-
50 ADA Related Wages & Benefits	871,993	1,029,296	157,303	18.0%	3,328,660	3,328,660	-
51 ADA Related Other Support	576,725	569,208	(7,517)	(1.3%)	2,701,942	2,701,942	-
52 ADA Insurance	1,174,414	441,261	(733,153)	(62.4%)	1,304,918	1,304,918	-
53 ADA Claims Reserves & Payments	100	500	400	400.0%	200,000	200,000	-
54 <b>TOTAL ADA PROGRAMS</b>	<b>6,714,142</b>	<b>7,143,426</b>	<b>429,285</b>	<b>6.4%</b>	<b>20,673,892</b>	<b>20,673,892</b>	<b>-</b>
<b>MULTI-MODAL TRANSIT PROGRAMS</b>							
56 SamTrans Shuttle Service	1,576,778	1,517,361	(59,417)	(3.8%)	5,782,900	5,782,900	-
57 Shuttle Related Wages & Benefits	75,047	95,625	20,578	27.4%	285,439	285,439	-
58 Dumbarton M.O.W.	13,743	607	(13,136)	(95.6%)	182,418	182,418	-
59 Maintenance Multimodal Facilities	59,503	100,043	40,540	68.1%	238,600	238,600	-
60 <b>TOTAL MULTI-MODAL PROGRAMS</b>	<b>1,725,072</b>	<b>1,713,637</b>	<b>(11,435)</b>	<b>(3.8%)</b>	<b>6,489,357</b>	<b>6,489,357</b>	<b>-</b>
61 <b>TOTAL OPERATING EXPENSES</b>	<b>59,682,018</b>	<b>71,849,455</b>	<b>12,167,437</b>	<b>20.4%</b>	<b>209,153,707</b>	<b>209,153,707</b>	<b>-</b>

## SAN MATEO COUNTY TRANSIT DISTRICT

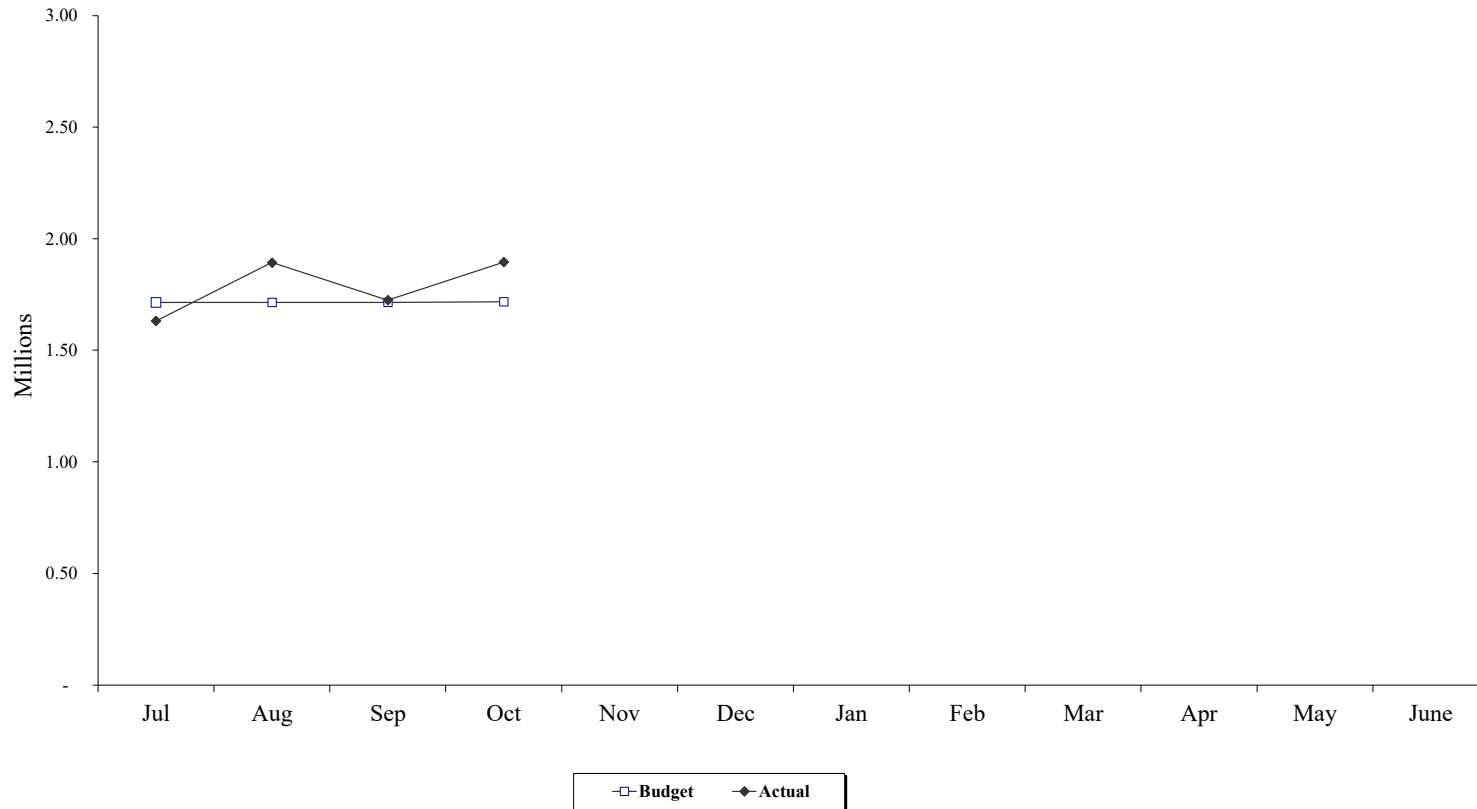
### MOTOR BUS MONTHLY EXPENSES - BUDGET VS ACTUAL

### FISCAL YEAR 2024



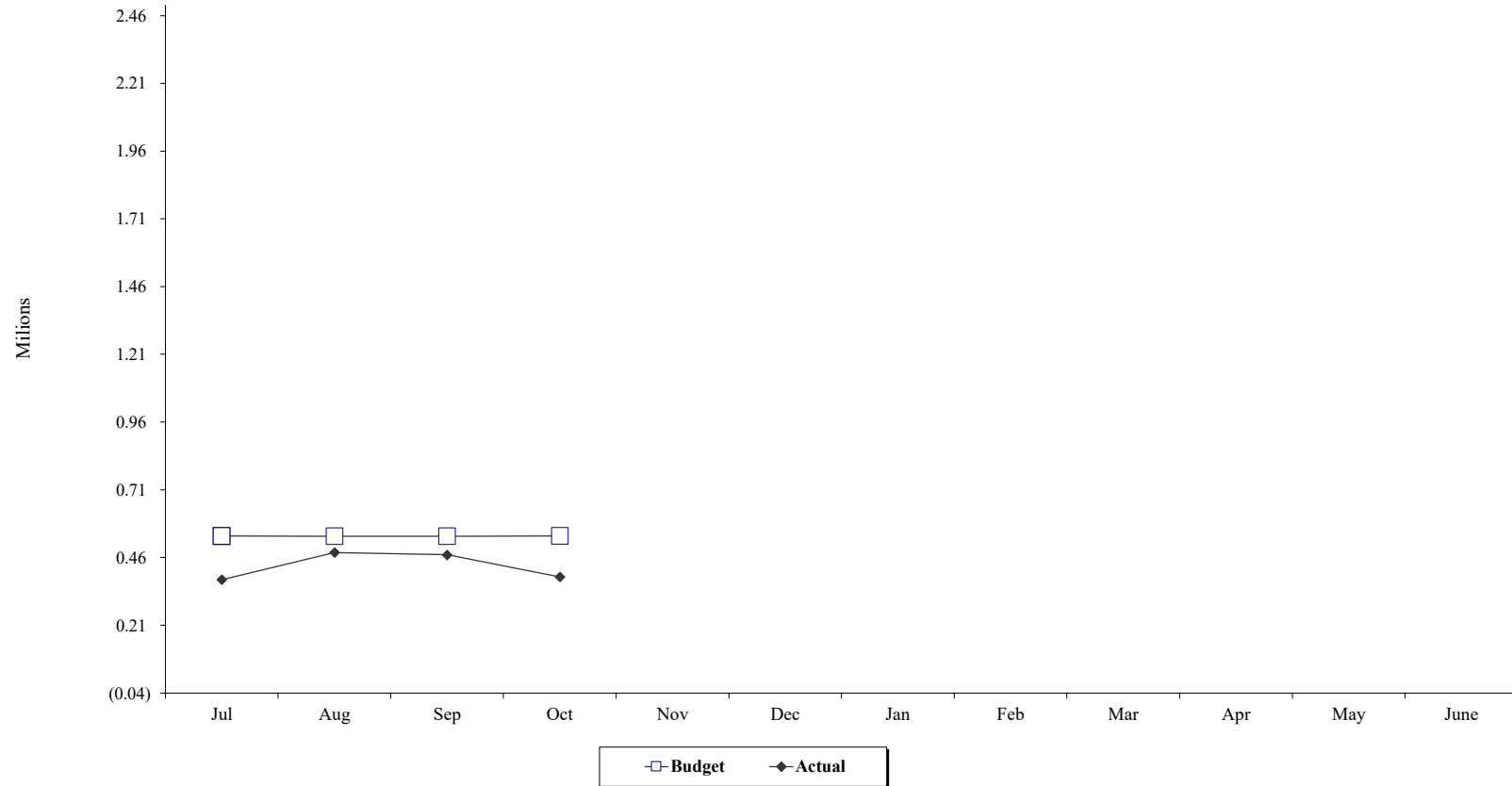
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	19,866,045	14,694,052	14,274,168	14,243,543								
Actual	20,546,859	13,474,273	13,323,863	15,647,397								
<b>CUMULATIVE EXPENSES</b>												
Budget	19,866,045	34,560,097	48,834,265	63,077,808								
Actual	20,546,859	34,021,132	47,344,995	62,992,392								
Variance - F(U)	(680,814)	538,965	1,489,270	85,416								
Variance %	-3.4%	1.6%	3.0%	0.1%								

**SAN MATEO COUNTY TRANSIT DISTRICT**  
**ADA PROGRAM MONTHLY EXPENSES - BUDGET VS ACTUAL**  
**FISCAL YEAR 2024**



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	1,715,532	1,715,532	1,715,532	1,718,032								
Actual	1,631,213	1,892,860	1,724,407	1,894,946								
<b>CUMULATIVE EXPENSES</b>												
Budget	1,715,532	3,431,064	5,146,596	6,864,628								
Actual	1,631,213	3,524,073	5,248,481	7,143,426								
Variance - F(U)	84,319	(93,009)	(101,885)	(278,798)								
Variance %	4.9%	-2.7%	-2.0%	-4.1%								

### SAN MATEO COUNTY TRANSIT DISTRICT MULTIMODAL MONTHLY EXPENSES - BUDGET VS ACTUAL FISCAL YEAR 2024



	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
<b>MONTHLY EXPENSES</b>												
Budget	538,655	538,155	538,155	539,755								
Actual	378,152	478,023	469,596	387,866								
<b>CUMULATIVE EXPENSES</b>												
Budget	538,655	1,076,810	1,614,965	2,154,720								
Actual	378,152	856,175	1,325,771	1,713,637								
Variance - F(U)	160,503	598,787	1,145,369	1,766,854								
Variance %	29.8%	55.6%	70.9%	82.0%								

**SAN MATEO COUNTY TRANSIT DISTRICT  
CASH AND INVESTMENTS AS OF OCTOBER 31, 2023**

	10/31/2023
<b><u>LIQUIDITY FUNDS MANAGED BY DISTRICT STAFF</u></b>	
Bank of America (unrestricted: includes Checking)	\$ 100,931,992
Bank of America (Restricted: includes grant/endowment funds)	17,420,874
CAMP	180,727,525
LAIF	5,530,784
ICD Investment (Market values)**	1,035,226
 <b><u>INVESTMENT FUNDS</u></b>	
Investment Portfolio (Market Values+ Accrued interest)*	204,953,918
MMF - US Bank Custodian Account	11,055,362
 <b>TRUSTEE HELD- SALES TAX FUNDS FOR NEXT DEBT SERVICE PAYMENT</b>	 8,041,929
 <b>TOTAL</b>	 <b><u><u>\$ 529,697,610</u></u></b>

\* Fund Managed by PFM Investment Advisor

\*\* Institutional Cash Distributors, LLC is an independent portal that helps organizations make short-term investments simple, safe, and efficient.

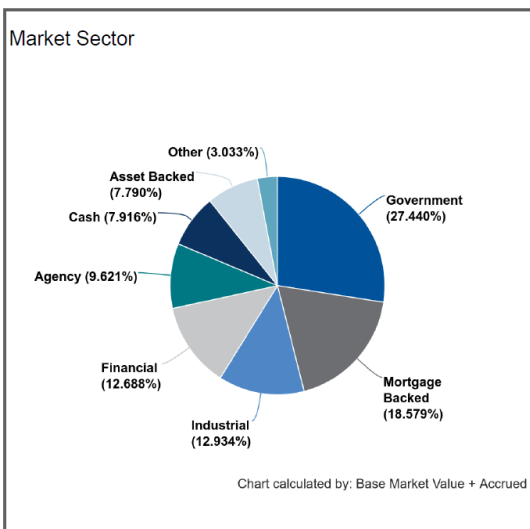
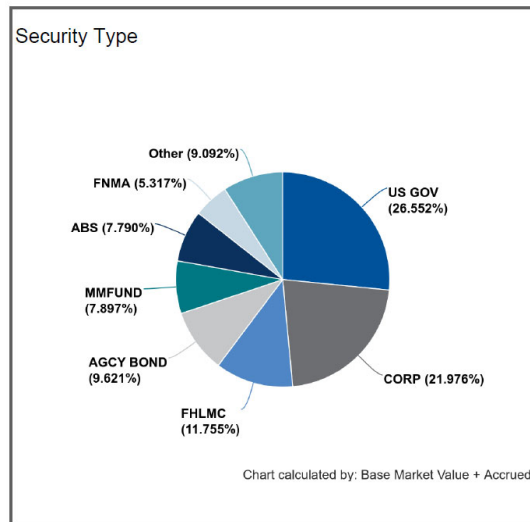
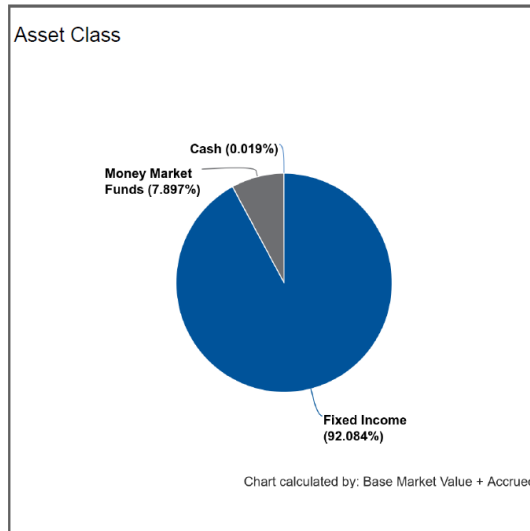
Cash and Fixed Income Summary	
<i>Risk Metric</i>	<i>Value</i>
Cash	42,497.85
MMFund (incl LAIF and ICD)	17,621,371.85
Fixed Income	204,911,420.55
Duration	1.956
Convexity	0.067
WAL	2.114
Years to Final Maturity	2.894
Years to Effective Maturity	2.707
Yield	5.446
Book Yield	2.491
Avg Credit Rating	AA-/Aa3/AA-

Issuer Concentration	
<i>Issuer Concentration</i>	<i>% of Base Market Value + Accrued</i>
Other	35.193%
United States	26.552%
Federal Home Loan Mortgage Corporation	18.296%
Federal National Mortgage Association	9.095%
U.S. Bancorp	5.759%
(SM - LAIF) State of California	2.463%
Citigroup Inc.	1.338%
The Toronto-Dominion Bank	1.304%
---	<b>100.000%</b>

Footnotes: 1,2

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



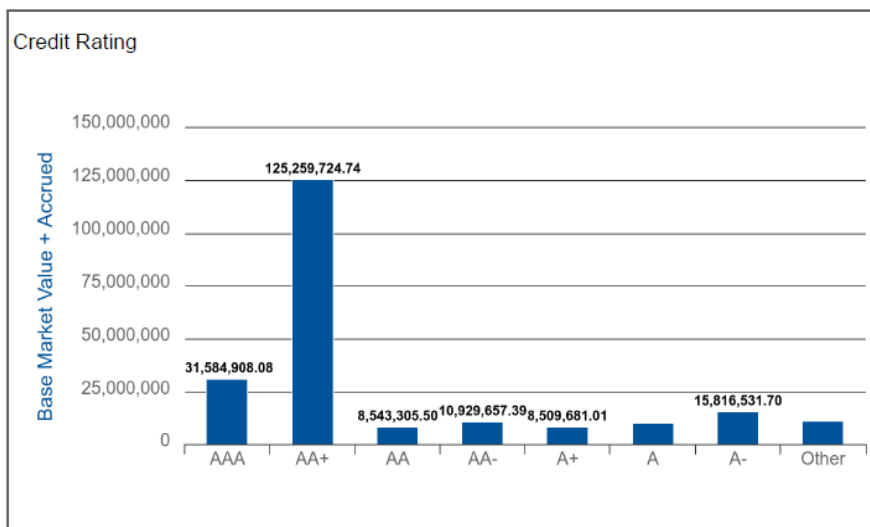


## Risk Summary

10/01/2023 - 10/31/2023

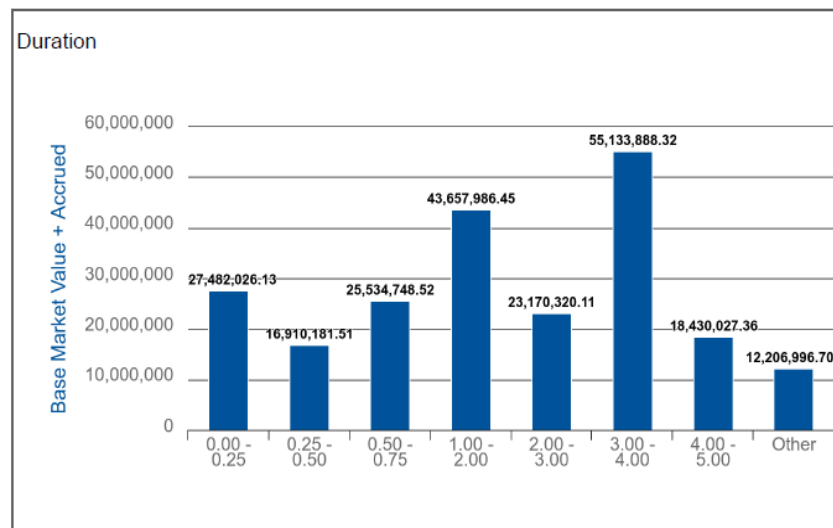
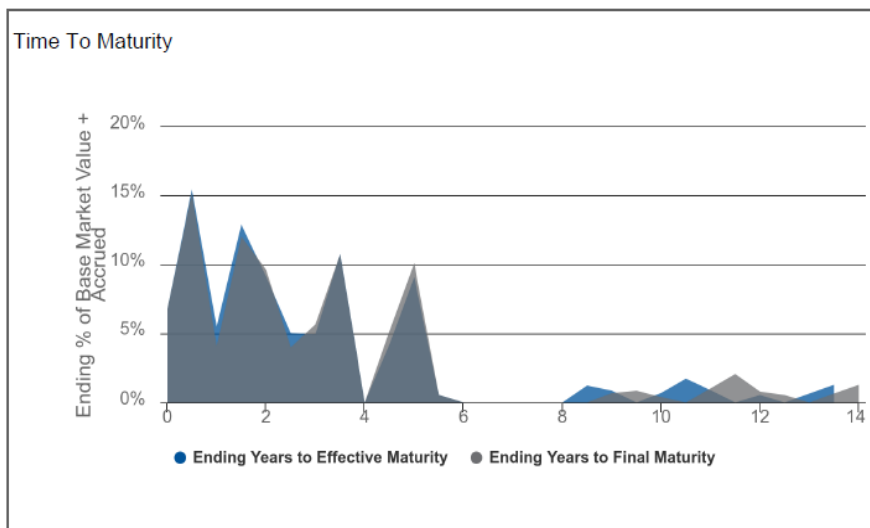
## SAM Transit District Agg (136232)

Dated: 11/02/2023



### Credit Duration Heat Map

Rating	0 - 1	1 - 2	2 - 3	3 - 4	4 - 5	5 - 7	7 - 10	10 - 15	15 - 30
AAA	8.960%	1.066%	2.536%	0.888%	0.000%	0.000%	0.000%	0.000%	0.000%
AA	17.859%	13.371%	6.660%	20.874%	6.276%	0.000%	0.000%	0.000%	0.000%
A	5.902%	4.390%	1.216%	3.015%	2.006%	0.000%	0.000%	0.000%	0.000%
BBB	0.515%	0.000%	0.000%	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	0.465%	0.792%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%	0.000%

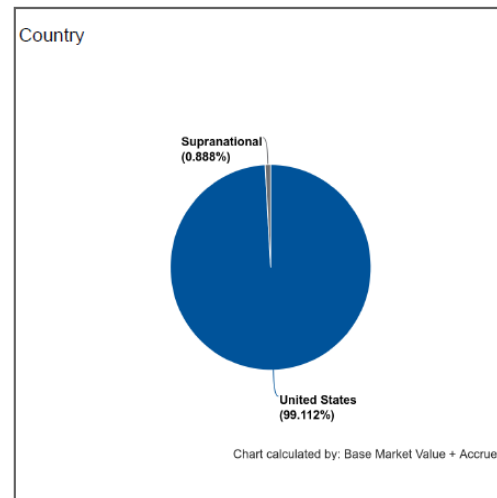
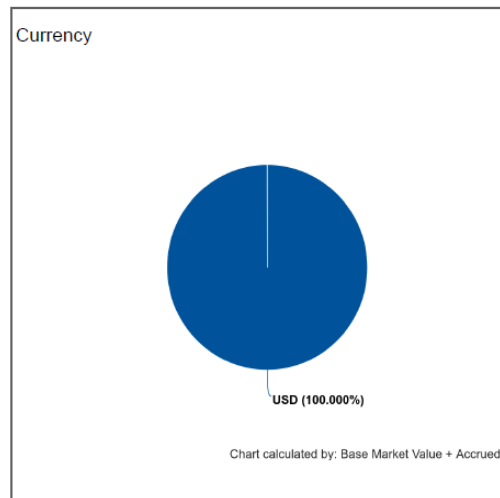
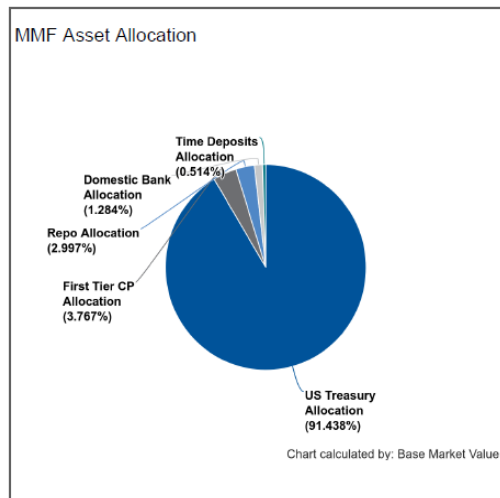
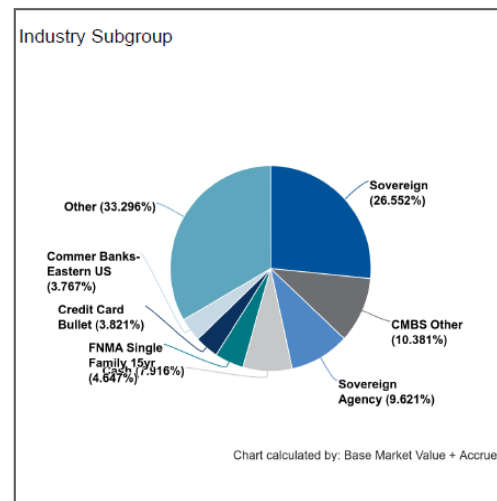
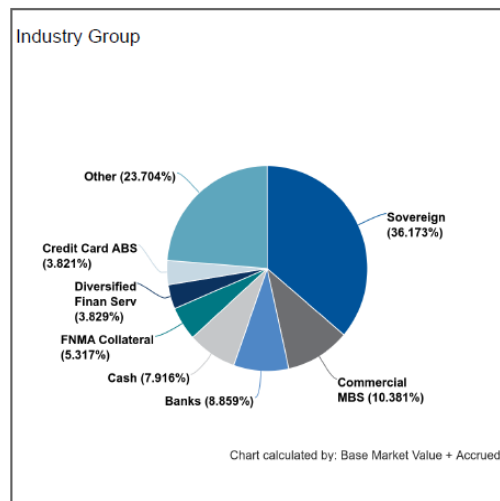
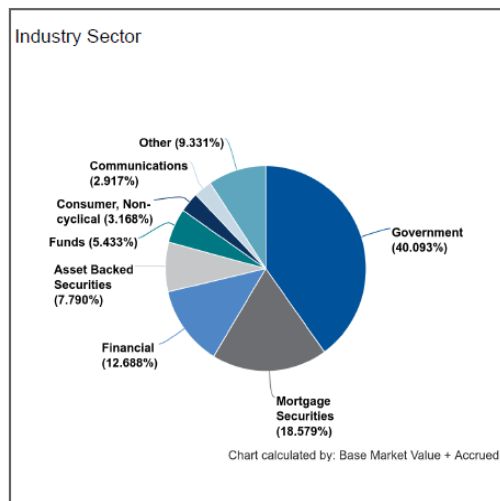


**Risk Summary**

10/01/2023 - 10/31/2023

**SAM Transit District Agg (136232)**

Dated: 11/02/2023



# CLEARWATER ANALYTICS

Report: Master BS by lot - group by Security type  
 Account: SAM TR Reimbursement Fund (136225)  
 As of: 10/31/2023  
 Base Currency: USD

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	37,285.23	---	10/31/2023	37,285.23	0.00	37,285.23	37,285.23
<b>CASH</b>			<b>37,285.23</b>			<b>37,285.23</b>	<b>0.00</b>	<b>37,285.23</b>	<b>37,285.23</b>

**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	8,829,419.41	---	10/31/2023	8,829,419.41	0.00	8,829,419.41	8,829,419.41
<b>MMFUND</b>			<b>8,829,419.41</b>			<b>8,829,419.41</b>	<b>0.00</b>	<b>8,829,419.41</b>	<b>8,829,419.41</b>

**Summary**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	8,866,704.64			8,866,704.64	0.00	8,866,704.64	8,866,704.64

\* 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 TR Reserve Fund (136226)  
As of: 10/31/2023  
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	02582JJZ4	AMXCA 2023-1 A	680,000.00	06/14/2023	05/15/2028	679,939.68	1,471.82	668,358.40	669,830.22
ABS	05522RDG0	BACCT 2023-1 A	610,000.00	06/16/2023	05/15/2026	609,861.90	1,298.62	598,605.20	599,903.82
ABS	14041NFW6	COMET 2021-1 A	1,475,000.00	07/22/2021	07/15/2024	1,474,940.26	360.56	1,419,687.50	1,420,048.06
ABS	14041NFX2	COMET 2021-3 A	1,145,000.00	11/30/2021	11/16/2026	1,144,842.22	529.24	1,089,662.15	1,090,191.39
ABS	14044CAC6	COPAR 2021-1 A3	380,117.24	10/27/2021	09/15/2026	380,110.06	130.08	365,037.99	365,168.07
ABS	14315FAD9	CARMX 2020-3 A3	5,161.12	07/22/2020	03/17/2025	5,160.24	1.42	5,153.84	5,155.27
ABS	14316HAC6	CARMX 2020-4 A3	103,892.24	10/21/2020	08/15/2025	103,869.37	23.09	102,323.47	102,346.56
ABS	14316NAC3	CARMX 2021-1 A3	86,460.27	01/27/2021	12/15/2025	86,443.19	13.07	84,555.55	84,568.62
ABS	14318MAD1	CARMX 2022-3 A3	1,230,000.00	07/20/2022	04/15/2027	1,229,970.97	2,170.27	1,195,769.10	1,197,939.37
ABS	161571HT4	CHAIT 2023-1 A	1,450,000.00	09/15/2023	09/15/2028	1,449,598.06	3,325.33	1,435,282.50	1,438,607.83
ABS	254683CP8	DCENT 2021-1 A	890,000.00	09/27/2021	09/16/2024	889,809.45	229.42	849,602.90	849,832.32
ABS	254683CZ6	DCENT 2023-2 A	1,255,000.00	06/28/2023	06/15/2028	1,254,830.45	2,749.84	1,232,297.05	1,235,046.89
ABS	31680EAD3	FITAT 2023-1 A3	1,265,000.00	08/23/2023	08/15/2028	1,264,921.57	3,109.09	1,261,483.30	1,264,592.39
ABS	344928AD8	FORDO 2023-A A3	470,000.00	03/31/2023	03/15/2026	469,950.98	971.33	460,308.60	461,279.93
ABS	36255AC1	GMCAR 2021-4 A3	312,926.01	10/21/2021	09/16/2026	312,918.03	88.66	300,809.52	300,898.18
ABS	362590AC5	GMCAR 2020-3 A3	72,487.16	08/19/2020	04/16/2025	72,470.57	13.59	72,005.12	72,018.71
ABS	36260KAC8	GMCAR 2020-4 A3	76,568.19	10/14/2020	08/18/2025	76,551.83	12.12	75,630.23	75,642.36
ABS	380140AC7	GMCAR 213 A3	388,511.68	07/21/2021	06/16/2026	388,487.67	77.70	375,306.16	375,383.87
ABS	43815GAC3	HAROT 2021-4 A3	369,033.53	11/24/2021	01/21/2026	368,955.74	90.21	356,453.18	356,543.39
ABS	44891RAC4	HART 2020-C A3	224,968.86	10/28/2020	05/15/2025	224,917.05	37.99	222,653.93	222,691.92
ABS	44933LAC7	HART 2021-A A3	128,514.74	04/28/2021	09/15/2025	128,501.22	21.70	126,062.68	126,084.38
ABS	44935FAD6	HART 2021-C A3	283,656.86	11/17/2021	05/15/2026	283,593.54	93.29	274,313.20	274,406.49
ABS	47787NAC3	JDOT 2020-B A3	1,424.57	07/22/2020	11/15/2024	1,424.36	0.32	1,421.60	1,421.92
ABS	50117TAC5	KCOT 2021-1 A3	214,297.15	04/14/2021	08/15/2025	214,253.30	59.05	208,916.15	208,975.20
ABS	65480BAC1	NAROT 2021-A A3	792,518.84	06/23/2021	10/15/2025	792,505.44	116.24	771,366.51	771,482.74
ABS	92868AAD7	VWALT 2022-A A4	605,000.00	06/14/2022	01/20/2027	604,887.35	674.74	591,526.65	592,201.39
ABS	92868KAC7	VALET 2021-1 A3	528,037.74	12/13/2021	06/22/2026	528,017.04	164.57	509,688.43	509,853.00
ABS	98163KAC6	WOART 2021-D A3	445,038.58	11/03/2021	10/15/2026	444,977.97	160.21	428,549.90	428,710.12
<b>ABS</b>			<b>15,488,614.77</b>			<b>15,486,709.50</b>	<b>17,993.61</b>	<b>15,082,830.80</b>	<b>15,100,824.41</b>

**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 BANK	1,000,000.00	04/16/2020	04/14/2025	995,040.00	236.11	934,300.00	934,536.11
AGCY BOND	3130AK5E2	FEDERAL HOME LOAN BANK	550,000.00	09/11/2020	09/04/2025	548,350.00	326.56	503,882.50	504,209.06
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTC	1,000,000.00	04/24/2020	04/22/2025	997,940.00	156.25	935,090.00	935,246.25
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTC	1,000,000.00	06/19/2020	06/17/2025	997,930.00	1,861.11	927,490.00	929,351.11
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTC	1,300,000.00	08/27/2020	08/25/2025	1,293,916.00	893.75	1,192,711.00	1,193,604.75
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTC	1,200,000.00	11/12/2020	11/07/2025	1,195,704.00	2,900.00	1,094,640.00	1,097,540.00
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTC	1,150,000.00	11/25/2020	11/27/2023	1,148,689.00	1,229.86	1,145,687.50	1,146,917.36
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MOR'	1,600,000.00	07/23/2020	07/21/2025	1,592,032.00	1,666.67	1,476,480.00	1,478,146.67
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MOR'	1,300,000.00	09/25/2020	09/23/2025	1,296,087.00	514.58	1,189,162.00	1,189,676.58
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MOR'	1,300,000.00	11/05/2020	11/06/2023	1,298,830.00	1,579.86	1,299,077.00	1,300,656.86
AGCY BOND	3137EAF2	FEDERAL HOME LOAN MOR'	8,000,000.00	12/21/2020	12/04/2023	8,007,360.00	8,166.67	7,960,000.00	7,968,166.67
<b>AGCY BOND</b>			<b>19,400,000.00</b>			<b>19,371,878.00</b>	<b>19,531.42</b>	<b>18,658,520.00</b>	<b>18,678,051.42</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	2,403.04	---	10/31/2023	2,403.04	0.00	2,403.04	2,403.04
<b>CASH</b>			<b>2,403.04</b>			<b>2,403.04</b>	<b>0.00</b>	<b>2,403.04</b>	<b>2,403.04</b>

**CD (CERTIFICATE OF DEPOSIT)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	89115B6K1	Toronto-Dominion Bank - New Y	2,500,000.00	10/31/2022	10/27/2025	2,500,000.00	1,917.81	2,499,450.00	2,501,367.81
<b>CD</b>			<b>2,500,000.00</b>			<b>2,500,000.00</b>	<b>1,917.81</b>	<b>2,499,450.00</b>	<b>2,501,367.81</b>

CORP (CORPORATE 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	12,835.00	898,326.00	911,161.00
CORP	023135BW5	AMAZON.COM INC	1,315,000.00	05/12/2021	05/12/2024	1,313,080.10	2,777.94	1,280,218.25	1,282,996.19
CORP	023135CE4	AMAZON.COM INC	880,000.00	04/13/2022	04/13/2025	876,600.80	1,320.00	851,171.20	852,491.20
CORP	02665WCZ2	AMERICAN HONDA FINANC	900,000.00	06/28/2019	06/27/2024	898,776.00	7,440.00	880,029.00	887,469.00
CORP	037833DT4	APPLE INC	1,000,000.00	05/13/2020	05/11/2025	1,002,010.00	5,312.50	938,370.00	943,682.50
CORP	037833DT4	APPLE INC	1,000,000.00	07/17/2020	05/11/2025	1,026,120.00	5,312.50	938,370.00	943,682.50
CORP	037833DT4	APPLE INC	700,000.00	12/21/2020	05/11/2025	718,249.00	3,718.75	656,859.00	660,577.75
CORP	04636NAF0	ASTRAZENECA FINANCE LL	1,300,000.00	03/03/2023	03/03/2028	1,297,374.00	10,210.42	1,268,800.00	1,279,010.42
CORP	05531FBH5	TRUIST FINANCIAL CORP	900,000.00	08/05/2019	08/01/2024	901,494.00	5,625.00	875,196.00	880,821.00
CORP	05565EBU8	BMW US CAPITAL LLC	325,000.00	08/12/2021	08/12/2024	324,970.75	534.90	312,702.00	313,236.90
CORP	05565EBW4	BMW US CAPITAL LLC	850,000.00	08/16/2021	08/12/2026	849,745.00	2,331.60	757,452.00	759,783.60
CORP	06051GFS3	BANK OF AMERICA CORP	800,000.00	12/18/2020	08/01/2025	907,952.00	7,750.00	774,432.00	782,182.00
CORP	06051GJD2	BANK OF AMERICA CORP	1,100,000.00	07/27/2021	06/19/2026	1,105,049.00	5,319.97	1,010,922.00	1,016,241.97
CORP	06051GJR1	BANK OF AMERICA CORP	400,000.00	04/22/2021	04/22/2025	400,000.00	97.60	389,044.00	389,141.60
CORP	06406RBA4	BANK OF NEW YORK MELLC	2,700,000.00	01/28/2022	01/26/2027	2,694,006.00	14,606.25	2,391,579.00	2,406,185.25
CORP	084664CZ2	BERKSHIRE HATHAWAY FIN	2,700,000.00	03/17/2022	03/15/2027	2,649,348.00	7,935.00	2,462,076.00	2,470,011.00
CORP	14913R2U0	CATERPILLAR FINANCIAL S	1,350,000.00	01/13/2022	01/08/2027	1,343,182.50	7,203.75	1,205,266.50	1,212,470.25
CORP	166764BW9	CHEVRON CORP	900,000.00	07/17/2020	05/11/2025	934,353.00	6,604.50	849,078.00	855,682.50
CORP	17252MAP5	CINTAS NO 2 CORP	390,000.00	05/03/2022	05/01/2025	389,914.20	6,727.50	377,438.10	384,165.60
CORP	17325FBB3	CITIBANK NA	2,600,000.00	10/04/2023	09/29/2028	2,587,104.00	13,411.38	2,567,656.00	2,581,067.38
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	1,300,000.00	07/25/2023	07/14/2028	1,309,932.00	19,126.25	1,268,059.00	1,287,185.25
CORP	254687FK7	WALT DISNEY CO	950,000.00	09/06/2019	08/30/2024	946,124.00	2,817.01	919,049.00	921,866.01
CORP	30231GBC5	EXXON MOBIL CORP	900,000.00	07/20/2020	08/16/2024	945,567.00	3,785.63	874,728.00	878,513.63
CORP	38141EC23	GOLDMAN SACHS GROUP IN	900,000.00	07/11/2019	07/08/2024	941,922.00	10,876.25	886,680.00	897,556.25
CORP	437076CM2	HOME DEPOT INC	140,000.00	03/28/2022	04/15/2025	139,755.00	168.00	134,668.80	134,836.80
CORP	459200KS9	INTERNATIONAL BUSINESS	1,300,000.00	07/27/2022	07/27/2025	1,300,000.00	13,577.78	1,265,407.00	1,278,984.78
CORP	46625HMN7	JPMORGAN CHASE & CO	450,000.00	12/21/2020	07/15/2025	509,647.50	5,167.50	435,847.50	441,015.00
CORP	46647PCH7	JPMORGAN CHASE & CO	580,000.00	06/01/2021	06/01/2025	580,000.00	1,991.33	560,430.80	562,422.13
CORP	46647PCV6	JPMORGAN CHASE & CO	750,000.00	02/24/2022	02/24/2026	750,000.00	3,622.19	714,832.50	718,454.69
CORP	539830BZ1	LOCKHEED MARTIN CORP	205,000.00	05/25/2023	05/15/2028	204,631.00	3,953.08	196,488.40	200,441.48
CORP	58933YBH7	MERCK & CO INC	515,000.00	05/17/2023	05/17/2028	514,582.85	9,501.75	490,218.20	499,719.95
CORP	61747YET8	MORGAN STANLEY	1,300,000.00	07/20/2022	07/17/2026	1,300,000.00	17,572.24	1,263,158.00	1,280,730.24
CORP	63743HFC1	NATIONAL RURAL UTILITIE	390,000.00	02/07/2022	02/07/2025	389,988.30	1,706.25	371,104.50	372,810.75
CORP	63743HFE7	NATIONAL RURAL UTILITIE	220,000.00	05/04/2022	06/15/2025	219,940.60	2,867.33	212,113.00	214,980.33
CORP	693475AV7	PNC FINANCIAL SERVICES C	900,000.00	02/15/2019	01/23/2024	906,408.00	8,575.00	894,852.00	903,427.00
CORP	69371RR40	PACCAR FINANCIAL CORP	635,000.00	08/09/2021	08/09/2024	634,657.10	723.19	610,355.65	611,078.84
CORP	771196BT8	ROCHE HOLDINGS INC	2,330,000.00	03/10/2022	03/10/2025	2,330,000.00	7,037.38	2,231,231.30	2,238,268.68
CORP	808513BN4	CHARLES SCHWAB CORP	495,000.00	03/18/2021	03/18/2024	494,752.50	443.44	485,070.30	485,513.74
CORP	857477BR3	STATE STREET CORP	400,000.00	02/07/2022	02/06/2026	400,000.00	1,649.00	378,044.00	379,693.00
CORP	87612EBM7	TARGET CORP	240,000.00	01/24/2022	01/15/2027	239,592.00	1,378.00	216,067.20	217,445.20
CORP	89236TGT6	TOYOTA MOTOR CREDIT CC	450,000.00	05/26/2020	02/13/2025	454,396.50	1,755.00	428,836.50	430,591.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CC	140,000.00	05/26/2020	02/13/2025	141,367.80	546.00	133,415.80	133,961.80
CORP	89236TGT6	TOYOTA MOTOR CREDIT CC	135,000.00	05/26/2020	02/13/2025	136,879.20	526.50	128,650.95	129,177.45
CORP	89236TJK2	TOYOTA MOTOR CREDIT CC	260,000.00	09/13/2021	06/18/2026	259,422.80	1,080.63	232,520.60	233,601.23
CORP	90327QD89	USAA CAPITAL CORP	1,255,000.00	05/26/2022	05/01/2025	1,250,896.15	21,178.13	1,208,715.60	1,229,893.73
CORP	904764BN6	UNILEVER CAPITAL CORP	280,000.00	08/12/2021	08/12/2024	280,000.00	384.64	269,021.20	269,405.84
CORP	91159HHX1	US BANCORP	1,800,000.00	07/20/2020	07/30/2024	1,920,420.00	10,920.00	1,749,708.00	1,760,628.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	1,150,000.00	05/19/2021	05/15/2026	1,147,999.00	6,098.19	1,038,254.50	1,044,352.69
CORP	931142FB4	WALMART INC	930,000.00	04/18/2023	04/15/2028	928,288.80	1,612.00	881,630.70	883,242.70
<b>CORP</b>			<b>44,310,000.00</b>			<b>44,782,270.45</b>	<b>287,714.24</b>	<b>42,164,144.05</b>	<b>42,451,858.29</b>

CP (COMMERCIAL PAPER)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CP	62479MZ14	MUFG Bank, Ltd., New York Br	2,000,000.00	03/31/2023	12/01/2023	1,929,766.67	0.00	1,991,080.00	1,991,080.00
<b>CP</b>			<b>2,000,000.00</b>			<b>1,929,766.67</b>	<b>0.00</b>	<b>1,991,080.00</b>	<b>1,991,080.00</b>

**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	834,433.80	06/25/2021	06/01/2035	899,102.42	2,433.77	766,210.49	768,644.26
FHLMC	3133L7LB1	FH RC1222	910,908.83	10/19/2021	12/01/2034	979,226.99	2,656.82	847,873.93	850,530.75
FHLMC	3133L9AJ2	FH RC2709	1,031,063.15	10/18/2022	09/01/2037	1,012,375.13	3,866.49	979,674.97	983,541.45
FHLMC	3137BGK24	FHMS K-043 A2	642,814.98	03/25/2020	12/25/2024	674,654.40	1,640.25	624,205.48	625,845.73
FHLMC	3137F62S5	FHMS K-J31 A1	40,845.06	10/29/2020	05/26/2026	40,844.24	19.37	39,880.71	39,900.08
FHLMC	3137H4RZ5	FHMS K-J36 A1	107,971.44	12/16/2021	12/25/2026	107,971.00	116.79	99,063.79	99,180.58
FHLMC	3137H8B42	FHMS K-J40 A1	826,322.67	07/14/2022	06/25/2028	826,312.76	2,341.25	774,198.24	776,539.49
FHLMC	3137H8H79	FHMS K-J41 A1	1,732,200.62	08/04/2022	01/25/2029	1,732,179.84	4,528.26	1,580,667.71	1,585,195.97
FHLMC	3137H92N8	FHMS K-J42 A1	1,092,239.48	09/15/2022	07/25/2029	1,092,197.98	3,551.60	1,025,525.49	1,029,077.09
FHLMC	3137H9MM8	FHMS K-J43 A1	1,793,105.39	12/15/2022	12/25/2028	1,793,074.91	1,308.07	1,724,070.83	1,725,378.90
FHLMC	3137H9QT9	FHMS K-J44 A1	1,789,836.91	02/23/2023	01/25/2029	1,789,781.43	6,798.40	1,727,461.10	1,734,259.49
FHLMC	3137HA4K9	FHMS K-J45 A1	1,797,182.12	05/25/2023	11/25/2028	1,797,178.52	6,672.04	1,723,767.23	1,730,439.27
FHLMC	3137HACX2	FHMS K-505 A2	1,800,000.00	07/20/2023	06/25/2028	1,819,978.40	7,228.50	1,751,130.00	1,758,358.50
FHLMC	3137HAD45	FHMS K-J46 A1	1,447,734.00	07/27/2023	06/25/2028	1,447,697.80	5,763.19	1,410,599.62	1,416,362.81
FHLMC	3137HAGY6	FHMS K-752 A1	837,633.29	08/24/2023	01/25/2029	812,890.44	2,990.35	797,259.37	800,249.72
FHLMC	3137HAMH6	FHMS K-506 A2	1,800,000.00	09/14/2023	08/25/2028	1,773,372.60	6,975.00	1,742,112.00	1,749,087.00
FHLMC	3137HAMS2	FHMS K-507 A2	1,800,000.00	09/28/2023	09/25/2028	1,778,484.60	7,200.00	1,744,722.00	1,751,922.00
FHLMC	3137HAQ74	FHMS K-508 A2	1,800,000.00	10/19/2023	08/25/2028	1,760,515.20	7,110.00	1,742,724.00	1,749,834.00
FHLMC	3137HAST4	FHMS K-509 A2	1,350,000.00	10/31/2023	09/25/2028	1,306,957.95	5,456.25	1,350,000.00	1,355,456.25
<b>FHLMC</b>			<b>23,434,291.74</b>			<b>23,442,796.62</b>	<b>78,656.38</b>	<b>22,451,146.97</b>	<b>22,529,803.35</b>

**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	939,461.40	12/29/2020	09/25/2033	952,745.97	782.88	863,722.02	864,504.91
FHLMC CMO	3137F7DH5	FHR 5048 B	619,621.59	11/30/2020	05/25/2033	627,463.67	516.35	537,738.59	538,254.95
<b>FHLMC CMO</b>			<b>1,559,082.99</b>			<b>1,580,209.64</b>	<b>1,299.24</b>	<b>1,401,460.62</b>	<b>1,402,759.85</b>

**FNMA (FEDERAL AGENCY MORTGAGE BACK SECURITY)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
FNMA	3140K7XA6	FN BP0672	926,142.08	05/18/2021	03/01/2035	992,419.13	2,315.36	835,908.06	838,223.41
FNMA	3140Q9FM0	FN CA1971	1,144,839.92	01/18/2022	06/01/2033	1,207,985.00	3,339.12	1,067,311.36	1,070,650.48
FNMA	3140Q6KN6	FN CA8400	956,676.67	03/22/2021	12/01/2035	1,046,664.07	2,790.31	886,628.81	889,419.11
FNMA	3140X92C8	FN FM6170	750,013.12	06/25/2021	07/01/2035	812,826.72	2,500.04	703,174.80	705,674.84
FNMA	3140X9K46	FN FM5714	607,992.81	03/25/2021	11/01/2035	662,332.17	2,026.64	570,923.49	572,950.13
FNMA	3140XALC4	FN FM6622	1,139,967.04	03/29/2021	02/01/2036	1,198,746.59	2,374.93	996,923.98	999,298.91
FNMA	3140XC4K1	FN FM8925	1,101,217.68	11/16/2021	08/01/2034	1,194,132.92	3,670.73	1,043,326.67	1,046,997.39
FNMA	3140XHQQ3	FN FS2262	1,518,638.29	06/30/2022	06/01/2037	1,537,858.56	5,062.13	1,423,632.28	1,428,694.41
FNMA	3140XJHF3	FN FS2929	1,544,373.63	10/18/2022	09/01/2037	1,498,283.73	5,147.91	1,441,688.23	1,446,836.14
FNMA	3140XJH7	FN FS2986	1,388,603.68	10/21/2022	10/01/2032	1,347,379.51	4,628.68	1,300,968.90	1,305,597.58
<b>FNMA</b>			<b>11,078,464.93</b>			<b>11,498,628.40</b>	<b>33,855.84</b>	<b>10,270,486.57</b>	<b>10,304,342.41</b>

**FNMA 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
FNMA CMO	31394CP22	FNR 2005-33 QE	1,645,830.54	03/31/2023	04/25/2035	1,677,525.63	6,857.63	1,588,736.67	1,595,594.30
<b>FNMA CMO</b>			<b>1,645,830.54</b>			<b>1,677,525.63</b>	<b>6,857.63</b>	<b>1,588,736.67</b>	<b>1,595,594.30</b>

**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	269,084.65	10/25/2023	10/31/2023	269,084.65	0.00	269,084.65	269,084.65
<b>MMFUND</b>			<b>269,084.65</b>			<b>269,084.65</b>	<b>0.00</b>	<b>269,084.65</b>	<b>269,084.65</b>

MUNI (MUNICIPAL BOND/NOTE)

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	430,000.00	07/29/2021	11/01/2025	430,000.00	1,853.30	393,480.10	395,333.40
MUNI	157411TK5	CHAFFEY CALIF JT UN HIGH	230,000.00	12/05/2019	08/01/2024	230,000.00	1,208.08	224,231.60	225,439.68
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN	350,000.00	09/16/2020	07/01/2025	352,320.50	1,467.67	326,343.50	327,811.17
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN	650,000.00	09/16/2020	07/01/2025	608,000.00	2,725.67	606,066.50	608,792.17
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN	250,000.00	09/16/2020	07/01/2025	251,767.50	1,048.33	233,102.50	234,150.83
MUNI	54438CYK2	LOS ANGELES CALIF CMNT'	550,000.00	11/10/2020	08/01/2025	508,000.00	1,062.88	507,595.00	508,657.88
MUNI	574193TQ1	MARYLAND ST	750,000.00	08/05/2020	08/01/2024	749,790.00	956.25	722,880.00	723,836.25
MUNI	60412AVJ9	MINNESOTA ST	405,000.00	08/25/2020	08/01/2025	405,000.00	637.88	374,017.50	374,655.38
MUNI	646140DP5	NEW JERSEY ST TPK AUTH T	330,000.00	02/04/2021	01/01/2026	330,000.00	1,151.70	301,834.50	302,986.20
MUNI	650036DT0	NEW YORK ST URBAN DEV C	1,600,000.00	12/23/2020	03/15/2025	1,600,000.00	1,778.67	1,503,072.00	1,504,850.67
MUNI	798306WN2	SAN JUAN CALIF UNI SCH D'	575,000.00	10/29/2020	08/01/2024	575,000.00	1,009.13	554,581.75	555,590.88
<b>MUNI</b>			<b>6,120,000.00</b>			<b>6,123,878.00</b>	<b>14,899.53</b>	<b>5,747,204.95</b>	<b>5,762,104.48</b>

SUPRANATIONAL

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR	1,800,000.00	07/19/2022	06/15/2027	1,799,064.00	21,250.00	1,692,306.00	1,713,556.00
<b>SUPRANATIONAL</b>			<b>1,800,000.00</b>			<b>1,799,064.00</b>	<b>21,250.00</b>	<b>1,692,306.00</b>	<b>1,713,556.00</b>

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	247.25	3,936,080.00	3,936,327.25
US GOV	912828U24	UNITED STATES TREASURY	500,000.00	10/11/2022	11/15/2026	460,820.31	4,619.57	459,435.00	464,054.57
US GOV	912828U24	UNITED STATES TREASURY	2,000,000.00	12/07/2022	11/15/2026	1,861,015.63	18,478.26	1,837,740.00	1,856,218.26
US GOV	912828U24	UNITED STATES TREASURY	1,550,000.00	01/06/2023	11/15/2026	1,442,044.92	14,320.65	1,424,248.50	1,438,569.15
US GOV	912828XX3	UNITED STATES TREASURY	650,000.00	01/07/2020	06/30/2024	659,572.27	4,380.43	635,173.50	639,553.93
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	02/07/2020	06/30/2024	462,216.80	3,032.61	439,735.50	442,768.11
US GOV	912828XX3	UNITED STATES TREASURY	5,000,000.00	11/06/2019	06/30/2024	5,101,171.88	33,695.65	4,885,950.00	4,919,645.65
US GOV	912828XX3	UNITED STATES TREASURY	1,475,000.00	12/05/2019	06/30/2024	1,497,125.00	9,940.22	1,441,355.25	1,451,295.47
US GOV	912828XX3	UNITED STATES TREASURY	1,350,000.00	03/06/2020	06/30/2024	1,415,759.77	9,097.83	1,319,206.50	1,328,304.33
US GOV	912828YY0	UNITED STATES TREASURY	850,000.00	08/07/2020	12/31/2024	908,503.91	5,012.23	815,439.00	820,451.23
US GOV	912828ZW3	UNITED STATES TREASURY	2,400,000.00	12/24/2020	06/30/2025	2,391,187.50	2,021.74	2,213,616.00	2,215,637.74
US GOV	91282CBC4	UNITED STATES TREASURY	350,000.00	06/07/2021	12/31/2025	344,859.38	442.26	317,145.50	317,587.76
US GOV	91282CBC4	UNITED STATES TREASURY	1,200,000.00	11/04/2021	12/31/2025	1,167,234.38	1,516.30	1,087,356.00	1,088,872.30
US GOV	91282CBC4	UNITED STATES TREASURY	7,200,000.00	12/06/2021	12/31/2025	6,983,437.50	9,097.83	6,524,136.00	6,533,233.83
US GOV	91282CBV2	UNITED STATES TREASURY	11,350,000.00	12/06/2021	04/15/2024	11,250,687.50	1,976.95	11,092,809.00	11,094,785.95
US GOV	91282CEN7	UNITED STATES TREASURY	4,400,000.00	02/03/2023	04/30/2027	4,236,546.88	332.42	4,100,272.00	4,100,604.42
US GOV	91282CFB2	UNITED STATES TREASURY	5,950,000.00	05/05/2023	07/31/2027	5,748,955.08	41,350.88	5,517,911.00	5,559,261.88
US GOV	91282CFB2	UNITED STATES TREASURY	1,900,000.00	06/06/2023	07/31/2027	1,811,976.56	13,204.48	1,762,022.00	1,775,226.48
US GOV	91282CFB2	UNITED STATES TREASURY	1,525,000.00	07/07/2023	07/31/2027	1,437,669.92	10,598.34	1,414,254.50	1,424,852.84
US GOV	91282CFB2	UNITED STATES TREASURY	1,600,000.00	09/15/2023	07/31/2027	1,498,750.00	11,119.57	1,483,808.00	1,494,927.57
<b>US GOV</b>			<b>55,700,000.00</b>			<b>54,864,847.69</b>	<b>194,485.46</b>	<b>52,707,693.25</b>	<b>52,902,178.71</b>

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BAN	1,395,000.00	06/09/2022	06/09/2025	1,395,000.00	19,258.75	1,351,531.80	1,370,790.55
YANKEE	63254ABE7	NATIONAL AUSTRALIA BAN	1,250,000.00	06/13/2022	06/09/2027	1,238,825.00	19,253.82	1,174,125.00	1,193,378.82
<b>YANKEE</b>			<b>2,645,000.00</b>			<b>2,633,825.00</b>	<b>38,512.57</b>	<b>2,525,656.80</b>	<b>2,564,169.37</b>

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
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\* 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: 10/31/2023  
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	02582JZ4	AMXCA 2023-1 A	105,000.00	06/14/2023	05/15/2028	104,990.69	227.27	103,202.40	103,429.67
ABS	05322RDG0	BACCT 2023-1 A	95,000.00	06/16/2023	05/15/2026	94,978.49	202.24	93,225.40	93,427.64
ABS	14041NFW6	COMET 2021-1 A	255,000.00	07/22/2021	07/15/2024	254,989.67	62.33	245,437.50	245,499.83
ABS	14041NFY2	COMET 2021-3 A	215,000.00	11/30/2021	11/16/2026	214,970.37	99.38	204,609.05	204,708.43
ABS	14044CAC6	COPAR 2021-1 A3	66,107.35	10/27/2021	09/15/2026	66,106.10	22.62	63,484.87	63,507.49
ABS	14315FAD9	CARMX 2020-3 A3	1,490.99	07/22/2020	03/17/2025	1,490.74	0.41	1,488.89	1,489.30
ABS	14316HAC6	CARMX 2020-4 A3	24,445.23	10/21/2020	08/15/2025	24,439.85	5.43	24,076.11	24,081.54
ABS	14316NAC3	CARMX 2021-1 A3	15,257.70	01/27/2021	12/15/2025	15,254.68	2.31	14,921.57	14,923.87
ABS	14318MAD1	CARMX 2023-3 A3	195,000.00	07/20/2022	04/15/2027	194,995.40	344.07	189,573.15	189,917.22
ABS	161571HT4	CHAHT 2023-1 A	220,000.00	09/15/2023	09/15/2028	219,939.02	504.53	217,767.00	218,271.53
ABS	254683CP8	DCENT 2021-1 A	155,000.00	09/27/2021	09/16/2024	154,966.81	39.96	147,964.55	148,004.51
ABS	254683CZ6	DCENT 2023-2 A	190,000.00	06/28/2023	06/15/2028	189,974.33	416.31	186,562.90	186,979.21
ABS	31680EAD3	FITAT 2023-1 A3	195,000.00	08/23/2023	08/15/2028	194,987.91	479.27	194,457.90	194,937.17
ABS	344928AD8	FORDO 2023-A A3	70,000.00	03/31/2023	03/15/2026	69,992.70	144.67	68,556.60	68,701.27
ABS	362554AC1	GMCAR 2021-4 A3	52,831.66	10/21/2021	09/16/2026	52,830.32	14.97	50,786.02	50,800.99
ABS	36260KAC8	GMCAR 2020-4 A3	16,270.74	10/14/2020	08/18/2025	16,267.27	2.58	16,071.42	16,074.00
ABS	380140AC7	GMCAR 213 A3	66,874.96	07/21/2021	06/16/2026	66,870.83	13.38	64,601.88	64,615.26
ABS	43815GAC3	HAROT 2021-4 A3	68,190.98	11/24/2021	01/21/2026	68,176.60	16.67	65,866.35	65,883.02
ABS	44891RAC4	HART 2020-C A3	49,493.15	10/28/2020	05/15/2025	49,481.75	8.36	48,983.86	48,992.22
ABS	44933LAC7	HART 2021-A A3	24,935.70	04/28/2021	09/15/2025	24,933.07	4.21	24,459.92	24,464.13
ABS	44935FAD6	HART 2021-C A3	47,942.00	11/17/2021	05/15/2026	47,931.30	15.77	46,362.79	46,378.56
ABS	47787NAC3	JDOT 2020-B A3	341.90	07/22/2020	11/15/2024	341.85	0.08	341.18	341.26
ABS	92868KAC7	VALET 2021-1 A3	88,648.67	12/13/2021	06/22/2026	88,645.20	27.63	85,568.13	85,595.76
ABS	98163KAC6	WOART 2021-D A3	75,497.62	11/03/2021	10/15/2026	75,487.33	27.18	72,700.43	72,727.61
<b>ABS</b>			<b>2,293,328.64</b>			<b>2,293,042.27</b>	<b>2,681.61</b>	<b>2,231,069.88</b>	<b>2,233,751.49</b>

**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	64.93	256,932.50	256,997.43
AGCY BOND	3130AKSE2	FEDERAL HOME LOAN BANKS	115,000.00	09/11/2020	09/04/2025	114,655.00	68.28	105,357.25	105,425.53
AGCY BOND	3135G03U5	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	04/24/2020	04/22/2025	274,433.50	42.97	257,149.75	257,192.72
AGCY BOND	3135G04Z3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	06/19/2020	06/17/2025	274,430.75	511.81	255,059.75	255,571.56
AGCY BOND	3135G05X7	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	08/27/2020	08/25/2025	273,713.00	189.06	252,304.25	252,493.31
AGCY BOND	3135G06G3	FEDERAL NATIONAL MORTGAGE ASSOCIATION	275,000.00	11/12/2020	11/07/2025	274,015.50	664.58	250,855.00	251,519.58
AGCY BOND	3135G06H1	FEDERAL NATIONAL MORTGAGE ASSOCIATION	250,000.00	11/25/2020	11/27/2023	249,715.00	267.36	249,062.50	249,329.86
AGCY BOND	3137EAEU9	FEDERAL HOME LOAN MORTGAGE CORP	350,000.00	07/23/2020	07/21/2025	348,257.00	364.58	322,980.00	323,344.58
AGCY BOND	3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP	550,000.00	09/25/2020	09/23/2025	548,344.50	217.71	503,107.00	503,324.71
AGCY BOND	3137EAEZ8	FEDERAL HOME LOAN MORTGAGE CORP	275,000.00	11/05/2020	11/06/2023	274,752.50	334.20	274,804.75	275,138.95
<b>AGCY BOND</b>			<b>2,915,000.00</b>			<b>2,905,952.75</b>	<b>2,725.49</b>	<b>2,727,612.75</b>	<b>2,730,338.24</b>

**CASH**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CASH	CCYUSD	Receivable	2,809.58	---	10/31/2023	2,809.58	0.00	2,809.58	2,809.58
<b>CASH</b>			<b>2,809.58</b>			<b>2,809.58</b>	<b>0.00</b>	<b>2,809.58</b>	<b>2,809.58</b>

**CD (CERTIFICATE OF DEPOSIT)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
CD	65558UYF3	Nordea ABP - New York Branch	400,000.00	11/03/2022	11/03/2025	400,000.00	11,182.89	398,892.00	410,074.89
CD	89115B6K1	Toronto-Dominion Bank - New York Branch	400,000.00	10/31/2022	10/27/2025	400,000.00	306.85	399,912.00	400,218.85
<b>CD</b>			<b>800,000.00</b>			<b>800,000.00</b>	<b>11,489.74</b>	<b>798,804.00</b>	<b>810,293.74</b>

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	517.56	238,519.75	239,037.31
CORP	023135CE4	AMAZON.COM INC	130,000.00	04/13/2022	04/13/2025	129,793.30	195.00	125,741.20	125,936.20
CORP	02665WCZ2	AMERICAN HONDA FINANCE CORP	250,000.00	06/28/2019	06/27/2024	249,660.00	2,066.67	244,452.50	246,519.17
CORP	037833DT4	APPLE INC	275,000.00	05/13/2020	05/11/2025	275,552.75	1,460.94	258,051.75	259,512.69
CORP	04636NAF0	ASTRAZENECA FINANCE LLC	200,000.00	03/03/2023	03/03/2028	199,596.00	1,570.83	195,200.00	196,770.83
CORP	05531FBH5	TRUIST FINANCIAL CORP	250,000.00	08/05/2019	08/01/2024	250,415.00	1,562.50	243,110.00	244,672.50
CORP	05565EBU8	BMW US CAPITAL LLC	55,000.00	08/12/2021	08/12/2024	54,995.05	90.52	52,918.80	53,009.32
CORP	05565EBW4	BMW US CAPITAL LLC	150,000.00	08/16/2021	08/12/2026	149,955.00	411.46	133,668.00	134,079.46
CORP	06051GJD2	BANK OF AMERICA CORP	200,000.00	07/27/2021	06/19/2026	200,918.00	967.27	183,804.00	184,771.27
CORP	06051GJR1	BANK OF AMERICA CORP	200,000.00	04/22/2021	04/22/2025	200,000.00	48.80	194,522.00	194,570.80
CORP	06406RBA4	BANK OF NEW YORK MELLON CORP	425,000.00	01/28/2022	01/26/2027	424,056.50	2,299.13	376,452.25	378,751.38
CORP	084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP	400,000.00	03/17/2022	03/15/2027	392,496.00	1,175.56	364,927.50	365,927.56
CORP	14913R2L0	CATERPILLAR FINANCIAL SERVICES CORP	200,000.00	01/13/2022	01/08/2027	198,990.00	1,067.22	178,558.00	179,625.22
CORP	17252MAP5	CINTAS NO 2 CORP	60,000.00	05/03/2022	05/01/2025	59,986.80	1,035.00	58,067.40	59,102.40
CORP	17325FBB3	CITIBANK NA	400,000.00	10/04/2023	09/29/2028	398,016.00	2,063.29	395,024.00	397,087.29
CORP	24422EXB0	JOHN DEERE CAPITAL CORP	200,000.00	07/25/2023	07/14/2028	201,528.00	2,942.50	195,086.00	198,028.50
CORP	254687FK7	WALT DISNEY CO	270,000.00	09/06/2019	08/30/2024	268,898.40	800.63	261,203.40	262,004.03
CORP	38141EC23	GOLDMAN SACHS GROUP INC	250,000.00	07/11/2019	07/08/2024	261,645.00	3,021.18	246,300.00	249,321.18
CORP	437076CM2	HOME DEPOT INC	20,000.00	03/28/2022	04/15/2025	19,965.00	24.00	19,238.40	19,262.40
CORP	45920KS9	INTERNATIONAL BUSINESS MACHINES CORP	200,000.00	07/27/2022	07/27/2025	200,000.00	2,088.89	194,678.00	196,766.89
CORP	46647PCH7	JPMORGAN CHASE & CO	205,000.00	06/01/2021	06/01/2025	205,000.00	703.83	198,083.30	198,787.13
CORP	46647PCV6	JPMORGAN CHASE & CO	100,000.00	02/24/2022	02/24/2026	100,000.00	482.96	95,311.00	95,793.96
CORP	539830BZ1	LOCKHEED MARTIN CORP	30,000.00	05/25/2023	05/15/2028	29,946.00	578.50	28,754.40	29,332.90
CORP	58933YBH7	MERCK & CO INC	80,000.00	05/17/2023	05/17/2028	79,935.20	1,476.00	76,150.40	77,626.40
CORP	61747ET8	MORGAN STANLEY	200,000.00	07/20/2022	07/17/2026	200,000.00	2,703.42	194,332.00	197,035.42
CORP	63743HFC1	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	60,000.00	02/07/2022	02/07/2025	59,998.20	262.50	57,093.00	57,353.50
CORP	63743HFE7	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP	35,000.00	05/04/2022	06/15/2025	34,990.55	456.17	33,745.25	34,201.42
CORP	693475AV7	PNC FINANCIAL SERVICES GROUP INC	250,000.00	02/15/2019	01/23/2024	251,780.00	2,381.94	248,570.00	250,951.94
CORP	69371RR40	PACCCAR FINANCIAL CORP	105,000.00	08/09/2021	08/09/2024	104,943.30	119.58	100,924.95	101,044.53
CORP	771196BT8	ROCHE HOLDINGS INC	365,000.00	03/10/2022	03/10/2025	365,000.00	1,102.42	349,527.65	350,630.07
CORP	808513BN4	CHARLES SCHWAB CORP	85,000.00	03/18/2021	03/18/2024	84,957.50	76.15	83,294.90	83,371.05
CORP	85747JH83	STATE STREET CORP	60,000.00	02/07/2022	02/06/2026	60,000.00	247.35	56,706.60	56,955.95
CORP	87612EBM7	TARGET CORP	35,000.00	01/24/2022	01/15/2027	34,940.50	200.96	31,509.80	31,710.76
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	125,000.00	05/26/2020	02/13/2025	126,221.25	487.50	119,121.25	119,608.75
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	50,000.00	05/26/2020	02/13/2025	50,488.50	195.00	47,648.50	47,843.50
CORP	89236TGT6	TOYOTA MOTOR CREDIT CORP	25,000.00	05/26/2020	02/13/2025	25,348.00	97.50	23,824.25	23,921.75
CORP	90327QD89	USAA CAPITAL CORP	200,000.00	05/26/2022	05/01/2025	199,346.00	3,375.00	192,624.00	195,999.00
CORP	91324PEC2	UNITEDHEALTH GROUP INC	200,000.00	05/19/2021	05/15/2026	199,652.00	1,060.56	180,566.00	181,626.56
CORP	931142FB4	WALMART INC	140,000.00	04/18/2023	04/15/2028	139,742.40	242.67	132,718.60	132,961.27
<b>CORP</b>			<b>6,730,000.00</b>			<b>6,733,398.50</b>	<b>41,658.95</b>	<b>6,409,853.30</b>	<b>6,451,512.25</b>

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	154,883.30	06/25/2021	06/01/2035	166,886.76	451.74	142,220.05	142,671.79
FHLMC	3133L7LB1	FH RC1222	163,963.59	10/19/2021	12/01/2034	176,260.86	478.23	152,617.31	153,095.54
FHLMC	3133L9AJ2	FH RC2709	167,182.94	10/18/2022	09/01/2037	164,152.75	626.94	158,850.54	159,477.48
FHLMC	3137BGK24	FHMS K-043 A2	173,065.57	03/25/2020	12/25/2024	181,637.73	441.61	168,055.32	168,496.93
FHLMC	3137F6Z5	FHMS K-J31 A1	9,633.27	10/29/2020	05/26/2026	9,633.08	4.57	9,405.83	9,410.40
FHLMC	3137H4RZ5	FHMS K-J36 A1	17,172.27	12/16/2021	12/25/2026	17,177.21	18.58	15,760.15	15,778.73
FHLMC	3137H8B42	FHMS K-J40 A1	137,720.45	07/14/2022	06/25/2028	137,718.79	390.21	129,033.04	129,423.25
FHLMC	3137H8H79	FHMS K-J41 A1	288,700.10	08/04/2022	01/25/2029	288,696.64	754.71	263,444.62	264,199.33
FHLMC	3137H92N8	FHMS K-J42 A1	182,863.62	09/15/2022	07/25/2029	182,856.67	594.61	171,694.31	172,288.93
FHLMC	3137H9MM8	FHMS K-J43 A1	273,946.66	12/15/2022	12/25/2028	273,941.99	199.84	263,399.71	263,599.55
FHLMC	3137H9Q79	FHMS K-J44 A1	273,447.31	02/23/2023	01/25/2029	273,438.84	1,038.64	263,917.67	264,956.31
FHLMC	3137HAK9	FHMS K-J45 A1	274,569.49	05/25/2023	11/25/2028	274,568.94	1,019.34	263,353.33	264,372.67
FHLMC	3137HACX2	FHMS K-505 A2	275,000.00	07/20/2023	06/25/2028	277,746.70	1,104.35	267,533.75	268,638.10
FHLMC	3137HAD45	FHMS K-J46 A1	224,648.38	07/27/2023	06/25/2028	224,642.77	894.29	218,886.15	219,780.44
FHLMC	3137HAGY6	FHMS K-752 A1	129,633.72	08/24/2023	01/25/2029	125,804.47	462.79	123,385.38	123,848.17
FHLMC	3137HAMH6	FHMS K-506 A2	275,000.00	09/14/2023	08/25/2028	270,931.93	1,065.63	266,156.00	267,221.63
FHLMC	3137HAMS2	FHMS K-507 A2	275,000.00	09/28/2023	09/25/2028	271,712.93	1,100.00	266,554.75	267,654.75
FHLMC	3137HAQ74	FHMS K-508 A2	275,000.00	10/19/2023	08/25/2028	268,967.60	1,086.25	266,249.50	267,335.75
FHLMC	3137HAST4	FHMS K-509 A2	205,000.00	10/31/2023	09/25/2028	198,463.98	828.54	205,000.00	205,828.54
<b>FHLMC</b>			<b>3,776,435.68</b>			<b>3,785,240.63</b>	<b>12,560.87</b>	<b>3,615,517.40</b>	<b>3,628,078.27</b>

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	131,073.80	11/30/2020	05/25/2033	132,732.70	109.23	113,752.39	113,861.62
<b>FHLMC CMO</b>			<b>131,073.80</b>			<b>132,732.70</b>	<b>109.23</b>	<b>113,752.39</b>	<b>113,861.62</b>

**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	163,436.84	05/18/2021	03/01/2035	175,132.79	408.59	147,513.19	147,921.78
FNMA	3140Q9FM0	FN CA1971	171,725.99	01/18/2022	06/01/2033	181,197.75	500.87	160,096.70	160,597.57
FNMA	3140Q9KN6	FN CA8400	187,250.16	03/22/2021	12/01/2035	204,863.38	546.15	173,539.70	174,085.85
FNMA	3140X92C8	FN FM1670	140,627.46	06/25/2021	07/01/2035	152,405.01	468.76	131,845.28	132,314.03
FNMA	3140X9K46	FN FM5714	108,570.15	03/25/2021	11/01/2035	118,273.60	361.90	101,950.62	102,312.52
FNMA	3140XALC4	FN FM6622	213,743.82	03/29/2021	02/01/2036	224,764.99	445.30	186,923.25	187,368.55
FNMA	3140XC4K1	FN FM8925	206,478.32	11/16/2021	08/01/2034	223,899.93	688.26	195,623.75	196,312.01
FNMA	3140XJHF3	FN FS2929	257,395.61	10/18/2022	09/01/2037	249,713.96	857.99	240,281.37	241,139.36
FNMA	3140XJ87	FN FS2986	196,604.65	10/21/2022	10/01/2032	190,767.95	655.35	184,196.93	184,852.28
<b>FNMA</b>			<b>1,645,832.98</b>			<b>1,721,019.34</b>	<b>4,933.16</b>	<b>1,521,970.79</b>	<b>1,526,903.95</b>

**FNMA 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
FNMA CMO	31394CP22	FNR 2005-33 QE	249,813.56	03/31/2023	04/25/2035	254,624.43	1,040.89	241,147.53	242,188.42
<b>FNMA CMO</b>			<b>249,813.56</b>			<b>254,624.43</b>	<b>1,040.89</b>	<b>241,147.53</b>	<b>242,188.42</b>

**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	1,956,857.99	---	10/31/2023	1,956,857.99	0.00	1,956,857.99	1,956,857.99
<b>MMFUND</b>			<b>1,956,857.99</b>			<b>1,956,857.99</b>	<b>0.00</b>	<b>1,956,857.99</b>	<b>1,956,857.99</b>

**MUNI (MUNICIPAL BOND/NOTE)**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
MUNI	13077DQD7	CALIFORNIA ST UNIV REV	75,000.00	07/29/2021	11/01/2025	75,000.00	323.25	68,630.25	68,953.50
MUNI	157411TK5	CHIAFFEY CALIF JT UN HIGH SCH DIST	60,000.00	12/05/2019	08/01/2024	60,000.00	315.15	58,495.20	58,810.35
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	55,000.00	09/16/2020	07/01/2025	55,388.85	230.63	51,282.55	51,513.18
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	75,000.00	09/16/2020	07/01/2025	75,497.25	314.50	69,930.75	70,245.25
MUNI	341271AD6	FLORIDA ST BRD ADMIN FIN CORP REV	130,000.00	09/16/2020	07/01/2025	130,000.00	545.13	121,213.30	121,758.43
MUNI	54438CYK2	LOS ANGELES CALIF CMNTY COLLEGE DIST	115,000.00	11/10/2020	08/01/2025	115,000.00	222.24	106,133.50	106,355.74
MUNI	60412AVJ9	MINNESOTA ST	85,000.00	08/25/2020	08/01/2025	85,000.00	133.88	78,497.50	78,631.38
MUNI	646140DP5	NEW JERSEY ST TPK AUTH TPK REV	55,000.00	02/04/2021	01/01/2026	55,000.00	191.95	50,305.75	50,497.70
MUNI	650036DT0	NEW YORK ST URBAN DEV CORP REV	275,000.00	12/23/2020	03/15/2025	275,000.00	305.71	258,340.50	258,646.21
MUNI	798306WN2	SAN JUAN CALIF UNI SCH DIST	125,000.00	10/29/2020	08/01/2024	125,000.00	219.38	120,561.25	120,780.63
<b>MUNI</b>			<b>1,050,000.00</b>			<b>1,050,886.10</b>	<b>2,801.81</b>	<b>983,390.55</b>	<b>986,192.36</b>

**SUPRANATIONAL**

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
SUPRANATIONAL	459058KJ1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM	275,000.00	07/19/2022	06/15/2027	274,857.00	3,246.53	258,546.75	261,793.28
<b>SUPRANATIONAL</b>	<b>459058KJ1</b>	<b>INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM</b>	<b>275,000.00</b>	<b>07/19/2022</b>	<b>06/15/2027</b>	<b>274,857.00</b>	<b>3,246.53</b>	<b>258,546.75</b>	<b>261,793.28</b>

**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	912828U24	UNITED STATES TREASURY	150,000.00	10/11/2022	11/15/2026	138,246.09	1,385.87	137,830.50	139,216.37
US GOV	912828U24	UNITED STATES TREASURY	100,000.00	01/06/2023	11/15/2026	93,035.16	923.91	91,887.00	92,810.91
US GOV	912828XX3	UNITED STATES TREASURY	1,050,000.00	11/06/2019	06/30/2024	1,071,246.10	7,076.09	1,026,049.50	1,033,125.59
US GOV	912828XX3	UNITED STATES TREASURY	450,000.00	03/06/2020	06/30/2024	471,919.92	3,032.61	439,735.50	442,768.11
US GOV	912828XX3	UNITED STATES TREASURY	125,000.00	01/07/2020	06/30/2024	126,840.82	842.39	122,148.75	122,991.14
US GOV	912828XX3	UNITED STATES TREASURY	425,000.00	12/05/2019	06/30/2024	431,375.00	2,864.13	415,305.75	418,169.88
US GOV	912828XX3	UNITED STATES TREASURY	175,000.00	02/07/2020	06/30/2024	179,750.98	1,179.35	171,008.25	172,187.60
US GOV	912828YY0	UNITED STATES TREASURY	250,000.00	08/07/2020	12/31/2024	267,207.03	1,474.18	239,835.00	241,309.18
US GOV	91282CBC4	UNITED STATES TREASURY	50,000.00	10/06/2021	12/31/2025	49,101.56	63.18	45,306.50	45,369.68
US GOV	91282CBC4	UNITED STATES TREASURY	525,000.00	11/04/2021	12/31/2025	510,665.04	663.38	475,718.25	476,381.63
US GOV	91282CBW0	UNITED STATES TREASURY	350,000.00	01/06/2022	04/30/2026	341,468.75	7.21	315,819.00	315,826.21
US GOV	91282CCP4	UNITED STATES TREASURY	450,000.00	07/08/2022	07/31/2026	411,943.36	710.77	400,977.00	401,687.77
US GOV	91282CCP4	UNITED STATES TREASURY	150,000.00	08/15/2022	07/31/2026	136,593.75	236.92	133,659.00	133,895.92
US GOV	91282CEN7	UNITED STATES TREASURY	650,000.00	02/03/2023	04/30/2027	625,853.52	49.11	605,722.00	605,771.11
US GOV	91282CFB2	UNITED STATES TREASURY	875,000.00	05/05/2023	07/31/2027	845,434.57	6,081.01	811,457.50	817,538.51
US GOV	91282CFB2	UNITED STATES TREASURY	300,000.00	06/06/2023	07/31/2027	286,101.56	2,084.92	278,214.00	280,298.92
US GOV	91282CFB2	UNITED STATES TREASURY	225,000.00	07/07/2023	07/31/2027	212,115.23	1,563.69	208,660.50	210,224.19
US GOV	91282CFB2	UNITED STATES TREASURY	250,000.00	09/15/2023	07/31/2027	234,179.69	1,737.43	231,845.00	233,582.43
<b>US GOV</b>			<b>6,550,000.00</b>			<b>6,433,078.13</b>	<b>31,976.16</b>	<b>6,151,179.00</b>	<b>6,183,155.16</b>

YANKEE

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
YANKEE	63254ABD9	NATIONAL AUSTRALIA BANK LTD (NEW YORK BRANCH)	250,000.00	06/09/2022	06/09/2025	250,000.00	3,451.39	242,210.00	245,661.39
YANKEE			250,000.00			250,000.00	3,451.39	242,210.00	245,661.39

Summary

Security Type	Identifier	Description	PAR	Settle Date	Maturity Date	Original Cost	Accrued Interest	Market Value	Base Market Value + Accrued
---	---	---	28,626,152.23	---	12/06/2026	28,594,499.42	118,675.81	27,254,721.92	27,373,397.72

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



Identifier	Description	Current Units	Coupon Rate	Transaction Type	Trade Date	Settle Date	Final Maturity	Price	Principal	Accrued Interest	Skalized Gain/Lc	Amount
31846V534	FIRST AMER-US TRS MM Y	(2,574,783.55)	5.000	Sell		---	10/31/2023	1.000	(2,574,783.55)	0.00	0.00	2,574,783.55
31846V534	FIRST AMER-US TRS MM Y	1,722,964.22	5.000	Buy		---	10/31/2023	1.000	1,722,964.22	0.00	0.00	(1,722,964.22)
31846V534	FIRST AMER-US TRS MM Y	(667,957.74)	5.000	Sell		---	10/31/2023	1.000	(667,957.74)	0.00	0.00	667,957.74
362554AC1	GMCAR 2021-4 A3	(19,042.13)	0.680	Principal Paydown	10/16/2023	10/16/2023	09/16/2026	---	(19,042.13)	0.00	0.00	19,042.13
362554AC1	GMCAR 2021-4 A3	(3,214.90)	0.680	Principal Paydown	10/16/2023	10/16/2023	09/16/2026	---	(3,214.90)	0.00	(0.00)	3,214.90
362590AC5	GMCAR 2020-3 A3	(21,951.99)	0.450	Principal Paydown	10/16/2023	10/16/2023	04/16/2025	---	(21,951.99)	0.00	0.00	21,951.99
36260KAC8	GMCAR 2020-4 A3	(13,823.21)	0.380	Principal Paydown	10/16/2023	10/16/2023	08/18/2025	---	(13,823.20)	0.00	(0.01)	13,823.20
36260KAC8	GMCAR 2020-4 A3	(2,937.43)	0.380	Principal Paydown	10/16/2023	10/16/2023	08/18/2025	---	(2,937.43)	0.00	(0.00)	2,937.43
380140AC7	GMCAR 213 A3	(29,096.54)	0.480	Principal Paydown	10/16/2023	10/16/2023	06/16/2026	---	(29,096.54)	0.00	(0.00)	29,096.54
380140AC7	GMCAR 213 A3	(5,008.42)	0.480	Principal Paydown	10/16/2023	10/16/2023	06/16/2026	---	(5,008.42)	0.00	(0.00)	5,008.42
43815GAC3	HAROT 2021-4 A3	(25,250.53)	0.880	Principal Paydown	10/21/2023	10/21/2023	01/21/2026	---	(25,250.53)	0.00	0.00	25,250.53
43815GAC3	HAROT 2021-4 A3	(4,665.86)	0.880	Principal Paydown	10/21/2023	10/21/2023	01/21/2026	---	(4,665.86)	0.00	0.00	4,665.86
44891RAC4	HART 2020-C A3	(50,587.43)	0.380	Principal Paydown	10/15/2023	10/15/2023	05/15/2025	---	(50,587.44)	0.00	0.01	50,587.44
44891RAC4	HART 2020-C A3	(11,129.24)	0.380	Principal Paydown	10/15/2023	10/15/2023	05/15/2025	---	(11,129.24)	0.00	0.00	11,129.24
44933LAC7	HART 2021-A A3	(17,024.65)	0.380	Principal Paydown	10/15/2023	10/15/2023	09/15/2025	---	(17,024.65)	0.00	0.00	17,024.65
44933LAC7	HART 2021-A A3	(3,303.29)	0.380	Principal Paydown	10/15/2023	10/15/2023	09/15/2025	---	(3,303.29)	0.00	0.00	3,303.29
44935FAD6	HART 2021-C A3	(20,531.04)	0.740	Principal Paydown	10/15/2023	10/15/2023	05/15/2026	---	(20,531.04)	0.00	(0.00)	20,531.04
44935FAD6	HART 2021-C A3	(3,470.04)	0.740	Principal Paydown	10/15/2023	10/15/2023	05/15/2026	---	(3,470.04)	0.00	0.00	3,470.04
47787NAC3	JDOT 2020-B A3	(4,443.24)	0.510	Principal Paydown	10/15/2023	10/15/2023	11/15/2024	---	(4,443.24)	0.00	(0.00)	4,443.24
47787NAC3	JDOT 2020-B A3	(1,066.38)	0.510	Principal Paydown	10/15/2023	10/15/2023	11/15/2024	---	(1,066.38)	0.00	0.00	1,066.38
50117TAC5	KCOT 2021-1 A3	(19,905.27)	0.620	Principal Paydown	10/15/2023	10/15/2023	08/15/2025	---	(19,905.27)	0.00	0.00	19,905.27
65480BAC1	NAROT 2021-A A3	(69,534.69)	0.330	Principal Paydown	10/15/2023	10/15/2023	10/15/2025	---	(69,534.68)	0.00	(0.01)	69,534.68
89237VAB5	TAOT 2020-C A3	(16,093.20)	0.440	Principal Paydown	10/15/2023	10/15/2023	10/15/2024	---	(16,093.19)	0.00	(0.00)	16,093.19
89237VAB5	TAOT 2020-C A3	(1,712.04)	0.440	Principal Paydown	10/15/2023	10/15/2023	10/15/2024	---	(1,712.02)	0.00	(0.02)	1,712.02
902656602	UBS SL ESG PRIME PFD	4,582.39	5.390	Buy	10/02/2023	10/02/2023	10/31/2023	1.000	4,582.85	0.00	0.00	(4,582.85)
912828T91	UNITED STATES TREASURY	(400,000.00)	1.625	Maturity	10/31/2023	10/31/2023	10/31/2023	100.000	(400,000.00)	0.00	0.00	400,000.00
912828T91	UNITED STATES TREASURY	(1,475,000.00)	1.625	Maturity	10/31/2023	10/31/2023	10/31/2023	100.000	(1,475,000.00)	0.00	0.00	1,475,000.00
91282CBV2	UNITED STATES TREASURY	(2,200,000.00)	0.375	Sell	10/02/2023	10/04/2023	04/15/2024	97.348	(2,141,648.44)	(3,877.05)	(53,993.91)	2,145,525.49
91282CBV2	UNITED STATES TREASURY	(450,000.00)	0.375	Sell	10/16/2023	10/19/2023	04/15/2024	97.555	(438,996.09)	(18.44)	(10,181.32)	439,014.53
92290BAA9	VZOT 2020-B A	(6,969.43)	0.470	Principal Paydown	10/20/2023	10/20/2023	02/20/2025	---	(6,969.43)	0.00	(0.00)	6,969.43
92290BAA9	VZOT 2020-B A	(1,014.97)	0.470	Principal Paydown	10/20/2023	10/20/2023	02/20/2025	---	(1,014.98)	0.00	0.01	1,014.98
92868KAC7	VALET 2021-1 A3	(35,363.53)	1.020	Principal Paydown	10/20/2023	10/20/2023	06/22/2026	---	(35,363.53)	0.00	0.00	35,363.53
92868KAC7	VALET 2021-1 A3	(5,936.94)	1.020	Principal Paydown	10/20/2023	10/20/2023	06/22/2026	---	(5,936.94)	0.00	(0.00)	5,936.94
98163KAC6	WOART 2021-D A3	(28,294.15)	0.810	Principal Paydown	10/15/2023	10/15/2023	10/15/2026	---	(28,294.15)	0.00	0.00	28,294.15
98163KAC6	WOART 2021-D A3	(4,799.90)	0.810	Principal Paydown	10/15/2023	10/15/2023	10/15/2026	---	(4,799.90)	0.00	0.00	4,799.90
---	---	<b>618,010.09</b>	<b>3.712</b>	<b>---</b>	<b>---</b>	<b>---</b>	<b>08/30/2025</b>	<b>---</b>	<b>577,390.72</b>	<b>9,724.97</b>	<b>(64,175.20)</b>	<b>(587,115.69)</b>

\* Weighted by: Absolute Value of 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 OCTOBER 2023

BUDGET AMENDMENTS

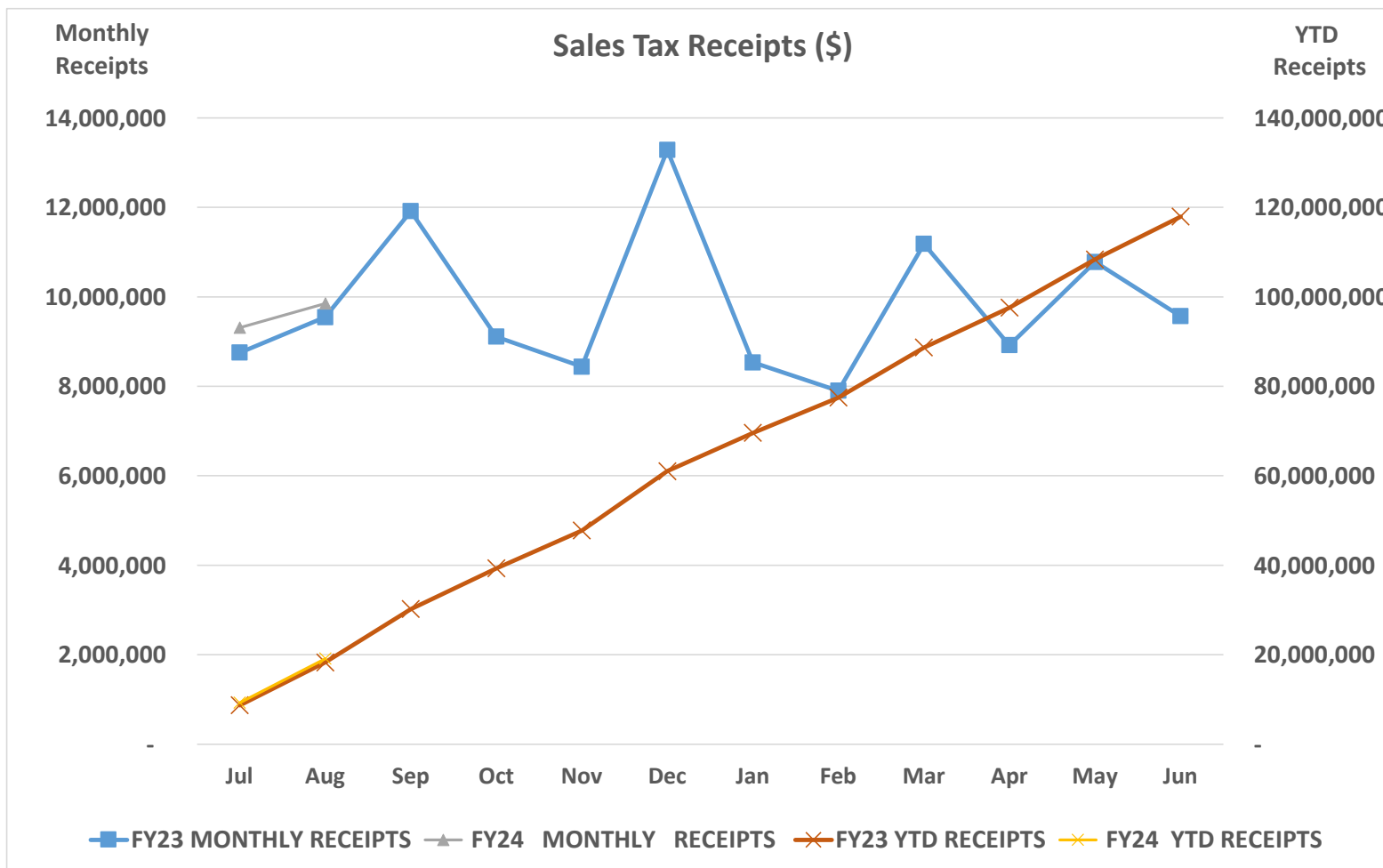
Amount	Line Item	Description
Oct-23		No Budget Amendments for October 2023
<u>\$ -</u> Total		<u>\$ -</u> Total

BUDGET REVISIONS

Amount	Line Item	Description
Oct-23		No Budget Revisions for October 2023
<u>\$ -</u> Total		<u>\$ -</u> Total



**SAN MATEO COUNTY TRANSIT DISTRICT**  
**FY2024**  
**Measure A Sales Tax**  
**October 2023**



\* 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**  
**FY2024**  
**OCTOBER 2023**

	<b>FY23</b>	<b>FY24</b>		<b>FY23</b>	<b>FY24</b>	
	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>MONTHLY</b>	<b>YTD</b>	<b>YTD</b>	<b>YTD</b>
	<b>RECEIPTS*</b>	<b>RECEIPTS*</b>	<b>% Change</b>	<b>RECEIPTS</b>	<b>RECEIPTS</b>	<b>% Change</b>
<b>Jul</b>	8,751,087	9,314,718	6.4%	8,751,087	9,314,718	6.4%
<b>Aug</b>	9,545,280	9,853,613	3.2%	18,296,367	19,168,331	4.8%
<b>Sep</b>	11,914,443		(100.0%)	30,211,052		(100.0%)
<b>Oct</b>	9,109,158		(100.0%)	39,320,211		(100.0%)
<b>Nov</b>	8,437,702		(100.0%)	47,757,912		(100.0%)
<b>Dec</b>	13,282,326		(100.0%)	61,040,237		(100.0%)
<b>Jan</b>	8,533,234		(100.0%)	69,573,472		(100.0%)
<b>Feb</b>	7,899,675		(100.0%)	77,473,147		(100.0%)
<b>Mar</b>	11,183,491		(100.0%)	88,656,640		(100.0%)
<b>Apr</b>	8,918,606		(100.0%)	97,575,245		(100.0%)
<b>May</b>	10,777,353		(100.0%)	108,352,598		(100.0%)
<b>Jun</b>	9,567,557		(100.0%)	117,919,911		(100.0%)
<b>Total</b>	<u>117,919,911</u>	<u>19,168,331</u>				

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Acceptance of 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:

- Purchase 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 a more effective utilization of budgetary resources. The purpose of the Program is not to speculate on the price of fuel but to manage risk, particularly as it relates to the District's annual budget.

**FY 2024 History**

- As of September 30<sup>th</sup>, the fuel hedging program had realized net gains of \$127,904.56 for the time period July 2023 through September 2023 – the first quarter of FY 2024. This is approximately \$0.37 per gallon of realized gain for Q1 FY 2024. The approximate cost of fuel before taxes and fees and after the effect of the hedge is \$3.56 per gallon from July 2023 through September 2023.

- Total dollar budget for fuel for Q1 FY 2024 is \$909,553 based on \$2.84 per gallon budget before tax and fees and budgeted consumption of 320,243 gallons for the quarter. Estimated total cost before tax and fees and after hedging for Q1 FY 2024 is \$1,244,641 or \$3.54 per gallon on 349,879 gallons. This renders an approximate Q1 FY 2024 budget deficit of \$335,088.

FY 2024 Prospective

- For the remainder of FY 2024, there is currently an unrealized gain of \$438,055 which is \$0.46/gallon on all projected gallons October 2023 through June 2024. This assumes projected consumption of 1,270,528 gallons for the entirety of FY 2024.
- For the remainder of FY 2024, approximately 105% (after tax) of the anticipated fuel usage is hedged at an average price of \$2.75/gallon excluding taxes and fees (\$3.41/gallon with taxes and fees) versus a currently planned budget estimate of \$2.84/gallon, excluding taxes and fees.
- Any remaining un-hedged gallons for the remainder of FY 2024 have a projected cost of \$3.21 excluding taxes and fees (\$3.87 with tax and fees) as of 9/30/23.
- For the remainder of FY 2024, the expected weighted average cost of all gallons net of hedge and excluding tax and fees is \$2.75/gallon and including taxes and fees is \$3.41/gallon.
- Total dollar budget for fuel for the remainder of FY 2024 is \$2,701,485 based on \$2.84 per gallon before tax and fees and estimated total remaining consumption of 951,160 gallons. The estimated total cost before tax and fees and after hedging for the remainder of FY 2024 as of 9/30/23 is \$2,618,306 or \$2.75 per gallon.
- The current expected budget deficit for the entirety of FY 2024 is \$254,447 given current volume projections.

Prepared By:	Connie Mobley-Ritter	Director, Treasury	650-508-7765
	Kevin Beltz	Manager, Debt and Investments	650-508-6405

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Casey Fromson, Chief Communications Officer  
Subject: **Motion to Make Appointments to the Measure W Citizens Oversight Committee**

**Action**

Staff proposes that the Board of Directors (Board) make the following appointments to the San Mateo County Transit District (District) Measure W Citizens Oversight Committee (COC) for a three-year term running January 1, 2024 through December 31, 2026:

- Malcolm Robinson: Representing the City/County Association of Governments (C/CAG) of San Mateo County's Bicycle and Pedestrian Advisory Committee (BPAC)
- Karen Kuklin: Representing an Environmental or Sustainability Organization
- Alex Madrid: Representing People with Disabilities
- Gus Mattammal: Representing the San Mateo County Transportation Authority's Citizens Advisory Committee (CAC)
- Mario Rendon: Resident of County Supervisorial District 3
- Gabriel Terry: Resident of County Supervisorial District 5

**Significance**

The District's voter-approved Measure W sales tax calls upon a 15-member Citizen's Oversight Committee to "ensure tax proceeds are invested in a way that is consistent with the Congestion Relief Plan." The COC currently has three positions with terms that will expire at the end of 2023:

- Representing the C/CAG Bicycle and Pedestrian Advisory Committee
- Representing an Environmental or Sustainability Organization
- Representing People with Disabilities

In addition, the COC currently has four vacant positions:

- Representing the San Mateo County Transportation Authority's CAC
- Representing Youth and Youth Transit Riders
- Resident of County Supervisorial District 3
- Resident of County Supervisorial District 5

Board action today will fill all three of the expiring seats and three of the four vacancies. The COC adopted bylaws enabling it to conduct full business without the final seat filled. Staff will work to fill the remaining vacancy representing Youth and Youth Transit Riders in the coming months.

### **Budget Impact**

There is no impact on the budget.

### **Background**

As specified in Measure W, the COC includes one member each:

- From the District's CAC
- From the San Mateo County Transportation Authority's CAC
- From the Caltrain CAC (representing San Mateo County)
- From the C/CAG BPAC
- Representing private-sector employers
- Representing organized labor
- Representing an environmental or sustainability related organization
- Representing people with disabilities
- Representing youth transit riders
- Representing the senior community
- From each of the County's five Supervisorial Districts.

The Board adopted a COC appointment process pursuant to Resolution 2020-02 and appointed the first set of 15 COC members on December 2, 2020, with initial terms of one, two or three years. Due to the staggered nature of member terms, the COC has three positions with terms that will expire January 1, 2024.

### **Application Process**

A month-long application process conducted in accordance with Resolution No. 2020-02 officially opened on September 26, 2023. The proposed COC appointees are recommended by District staff and Executive Team members following an open, online application process facilitated via the SamTrans website. A mail-in option was available for applicants wishing to submit printed copies, and applications were available in English, Spanish and Simplified Chinese.

Applicants specified which of the seven open seats they were applying for and their qualifications for the position. Applicants were encouraged to apply for any/all seats they were eligible to fill, ranking their choices if multiple seats were identified. Current COC members were eligible to re-apply for their own seats and/or other open seats.

### **Outreach and Promotion**

On September 26, a press release was issued to promote involvement in the COC and recruit new applicants. Promotion efforts also included multiple posts on SamTrans social media pages (Facebook and Twitter) and direct outreach to current COC members, county staff and other stakeholders.

Six applicants – two which currently serve on the COC – applied for the seven open positions. Staff will continue to work to fill the remaining vacancy in the coming months.

Prepared By: Charlsie Chang      Government And Community Affairs      650-551-6172  
Officer

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development  
Subject: **Continuation of the Safe Harbor Transit Program**

**Action**

Staff proposes that the Board of Directors (Board) authorize the continuation of the SafeHarbor Transit Program (Program) through December 2024, with automatic one-year renewals if there are no program changes. The Program will be administered, starting in 2024, as part of the SamTrans Way2Go Pass program using Clipper® cards.

**Significance**

Since 2001, the San Mateo County Transit District (District) and Samaritan House have provided a valuable service to Safe Harbor Shelter clients, offering no-cost travel in the form of free Day Passes, on magnetic stripe tickets, to jobs and resource centers throughout San Mateo County (County). The Safe Harbor Shelter is located adjacent to the District's North Base Maintenance and Operations Facility along North Access Road. The Program has been continued by serial actions of the Board, with the most recent renewal scheduled to conclude at the end of December 2023.

The current Program distributes free Day Passes to Safe Harbor on a quarterly basis for distribution to clients of the shelter. District and Safe Harbor staff have found this process to be resource-intensive and administratively burdensome. Moving forward, District staff recommend that the Program be administered through the annual Way2Go Pass Program on Clipper, and continue to be offered at no cost to Safe Harbor or the clients it serves. The proposed Program changes align with the SamTrans Fare Structure and will:

- Increase access to opportunities throughout the County, as users would be able to ride all fixed routes, including express routes
- Reduce administrative burden for both Safe Harbor and District staff through efficiencies with Way2Go Pass distribution and collection
- Allow for simplified and accurate tracking of ridership data
- Encourage riders to use regional Clipper cards rather than paper tickets

Safe Harbor staff have been included in this decision-making process and agree with the proposed transition to Way2Go Pass Clipper cards. To support the transition, District staff liaised with the Safe Harbor team to better understand case management, the existing Day Pass inventory process, where clients are traveling to and from, and the process for eligibility to use



the bus passes. District staff will provide training and support for Way2Go Pass administrators at Safe Harbor.

**Budget Impact**

There is minimal impact to the District’s budget because the Program participants typically do not have the means to purchase bus tickets. The value of the free passes to be provided via the Way2Go Program is approximately \$4,200 per year based on the number of residents at Safe Harbor. However, the transition to Way2Go Clipper cards provided free by the Metropolitan Transportation Commission (MTC) will result in approximately \$7,700 in annual savings for the District from no longer purchasing magnetic stripe passes for this purpose.

**Background**

The Safe Harbor Transit Program provides economic relief for persons experiencing homelessness to access the resources they need to transition to a more stable housing situation. The Program has been in place since 2001. Resolutions were passed extending the duration of the program in 2003, 2010, 2012, and 2015, and 2018. The Board’s last action on the Program was the approval of a one-year continuation, through December 2023.

Samaritan House has a capacity of 105 beds to help fill the gap in short-term emergency housing options available in the County. Residents aged 18 years and older are permitted to enter the shelter on a first-come, first-served basis. The shelter is operated in collaboration with the County's Human Services Agency.

Prepared By:	Asiya Patel	Planning Analyst II	650-508-7913
	Chelsea Schultz	Acting Manager/Principal Planner	650-508-6483

**Resolution No. 2023-**

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

\* \* \*

**Authorizing Continuation of Safe Harbor Shelter Transit Program**

**Whereas**, Samaritan House, in collaboration with the County of San Mateo Human Services Agency, operates the Safe Harbor Shelter (Safe Harbor) adjacent to the San Mateo County Transit District's (District) North Base Maintenance and Operations Facility, pursuant to a lease with the District, which expires in March 2024; and

**Whereas**, in 2001 the District authorized the Safe Harbor Shelter Transit Ticket Program (Program) to provide clients of Safe Harbor with free bus tickets to and from the shelter, continuing a program initiated in 1988 with the Shelter Network of San Mateo County; and

**Whereas**, in 2003, 2010, 2012, 2015, 2018 and 2019, the District authorized the continuation of the Program, and since 2019 has authorized annual extensions to the program, with the latest authorization continuing through December of 2023; and

**Whereas**, effective in 2024, the Program will transition from using single-day magnetic stripe tickets to using annual Way2Go passes stored on Clipper® cards; and

**Whereas**, because public transportation is vital in helping people experiencing homelessness reach the resources they need to transition to stable housing situations, staff recommends, that the District continue the Program through December 2024, and thereafter renew automatically for annual terms unless suspended or terminated by Safe Harbor or the District.

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

1. Approves the continuation of the Safe Harbor Transit Program through December 2024, with annual automatic renewals thereafter, unless and until suspended or terminated by Safe Harbor or the District

2. Authorizes the General Manager/CEO to execute agreements, amendments or other documents, any take any other steps necessary, to give effect to this resolution.

Regularly passed and adopted this 6<sup>th</sup> day of December, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer      David Olmeda, Chief Operating Officer, Bus Officer  
Subject: **Award of Contract for Aboveground and Underground Storage Tank Maintenance Services**

**Action**

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

1. Award a contract to ConstructICON Corporation dba CIC of Cupertino, California (CIC) for aboveground and underground fuel storage tank maintenance services (Services) for a total not-to-exceed amount of \$461,891 for a five-year term.
2. Authorize the General Manager/CEO or designee to execute a contract on behalf of the District with CIC in full conformity with the terms and conditions set forth in the solicitation documents, and in a form approved by legal counsel.

**Significance**

Award of this contract will provide the District with a qualified and experienced contractor to provide underground storage tank (UST) testing, inspection, maintenance, minor repair, and emergency services for the District's diesel fuel dispensing equipment, including diesel fuel tanks and their associated monitoring equipment. The Services also include monthly visual inspections for the District's aboveground storage tanks (AST).

**Budget Impact**

The funds to support award of this contract are included in the Fiscal Years 2024 and 2025 adopted Operating Budgets and will be included in future years' operating budgets.

**Background**

The District is responsible for the safe operation, regular equipment maintenance and regulatory assessment, testing, and certification for existing AST and UST tanks, and related fuel storage/dispensing equipment. The District's North Base and South Base diesel storage delivery systems are unique composite assemblies to meet each site's fueling needs.

The District currently stores diesel fuel, automatic transmission fluid, waste Automatic Transmission Fluid (ATF), motor oil and waste oil in tanks. The Services will address storage tanks, fuel monitoring systems, secondary containment systems, and related equipment. All such equipment, which includes, but is not limited to, control panels, valves, dispensing pumps,

sumps, nozzles, lines, fittings, O-rings, steel seamless tubing, chemical-resistant hoses, etc., are currently located at three existing District facilities - North Base, South Base, and Central.

On July 31, 2023, the District issued a Request for Proposals (RFP), solicitation number 24-S-S-014, for Underground Storage Tank Maintenance and advertised it on the District's e-procurement website. The scope of work includes equipment maintenance and regulatory assessment, testing and certification for existing AST and UST tanks, and related fuel storage/dispensing equipment at three existing District facilities. The District collectively operates about 20 tanks (228K-gallon net capacity) of various diesel-oil-ATF fluids.

A pre-proposal conference and site visit was held on August 17, 2023. No vendors attended. The District is challenged by the limited number of vendors capable and available to provide the Services because the required work is unique and uncommon to the marketplace due to the composite assemblies of the tanks, which are specifically designed to meet the District's on-site fueling needs.

On September 8, 2023, the District received a single responsive proposal from CIC. Staff reached out to the five vendors who had intended to bid on this project. Of the two who responded, both mentioned their current workload and timing did not allow them to take on another project, and one added that the site being a bulk site instead of a mobile site.

A Selection Committee (Committee) composed of qualified staff from the Facilities Maintenance Department, reviewed, evaluated, and scored the proposal in accordance with the following weighted criteria:

<b>Evaluation Criteria</b>	<b>Maximum Points</b>
Approach to Scope of Services	20
Qualifications and Experience of Firm	25
Qualifications and Experience of Key Personnel	25
Cost Proposal	30
Small Business Enterprise (SBE) Preference	5
<b>Total</b>	<b>105</b>

CIC's cost proposal showed a 23% increase as compared to the District's independent cost estimate (ICE). This increase is mainly due to higher hourly labor rates for scheduled and unscheduled work. The complexity of the scope, depth of services required, and prompt response time also contributed to the higher costs.

After the scoring of CIC's proposal, the Committee determined CIC to be a qualified firm that possesses the requisite experience and qualifications to perform the Services. Staff conducted a price analysis and in comparison to the ICE and a better understanding of the increases above, staff determined that CIC's prices are fair and reasonable.

There is little correlation or commonality between the Services for the District as compare to other agencies, as the Services are tailored to the tank count, tank capacity, pump/dispenser original equipment manufacturer cut sheets and may layout features.

CIC is a certified disadvantaged business enterprise and is an established Bay Area contractor headquartered in Cupertino, California. Staff checked CIC's references and confirmed its experience and competency. Based upon these findings, staff concludes that CIC is appropriately qualified and capable of meeting the requirements of the contract.

Prepared By:	Michael Sztenderowicz	Procurement Administrator II	650-508-7908
	Jeff Thomas	Project Manager	650-508-6309

**Resolution No. 2023-**

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

\* \* \*

**Awarding a Contract to ConstructlCON Corporation for Aboveground and Underground  
Storage Tank Maintenance Services for a Five-year Term  
for a Not-to-exceed Amount of \$461,891**

**Whereas**, on July 31, 2023, the San Mateo County Transit District (District) issued a Request for Proposals (RFP), solicitation number 24-S-S-014, titled “Underground Storage Tank Maintenance” for the provision of aboveground and underground fuel storage tank maintenance services (Services) for a five-year term; and

**Whereas**, in response to the RFP, the District received one proposal from ConstructlCON Corporation dba CIC of Cupertino, California (CIC); and

**Whereas**, a Selection Committee (Committee) composed of qualified staff reviewed, evaluated, and scored the proposal in accordance with the weighted criteria set forth in the RFP; and

**Whereas**, the Committee determined that CIC possesses the requisite qualifications and experience to successfully provide the Services; and

**Whereas**, CIC is a certified disadvantaged business enterprise headquartered in Cupertino, California, and was eligible for the five-point Small Business Enterprise preference; and

**Whereas**, staff and legal counsel reviewed CIC’s proposal and determined it complies with the requirements of the solicitation documents; and

**Whereas**, staff conducted a price analysis and determined that CIC’s prices are fair and reasonable; and

**Whereas**, staff recommends that the Board of Directors (Board) award a contract to CIC to provide the Services for a five-year term for a not-to-exceed amount of \$461,891.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby awards a contract to ConstructlCON Corporation dba CIC to provide aboveground and underground fuel storage tank maintenance services for a five-year term for a not-to-exceed amount of \$461,891; and

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

Regularly passed and adopted this 6th day of December 6, 2023, by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary



**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: April Chan, General Manager/CEO David Olmeda, Chief Operating Officer, Bus  
From: Liria Larano, Deputy Chief, Bus Fleet/Facilities  
Subject: **Authorize Amendments to the Contracts for On-call Environmental Planning, Permitting, and Support Services**

**Action**

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

1. Authorize amendments to the contracts for on-call environmental planning, permitting, and support services to increase the aggregate contract amount by \$1.5 million, from \$3 million to a new aggregate not-to-exceed total amount of \$4.5 million for a five-year term, to:
  - HDR Engineering, Inc.
  - ICF Jones & Stokes, Inc.
  - WSP USA Solutions, Inc., (f.k.a. Louis Berger, U.S., Inc.)
2. Authorize the General Manager/CEO, or her designee, to execute the amendments to the contracts in full conformity with the terms and conditions of the underlying agreements and in forms approved by legal counsel.

**Significance**

Approval of the above actions will ensure uninterrupted services in connection with current and upcoming environmental planning activities in support of District capital projects and compliance efforts that need to be completed before November 30, 2024 and that include, but are not limited to:

- North and South Bases environmental regulations compliance
- SamTrans fleet and facilities electrification;
- Sustainability and Resiliency program;
- CEQA and NEPA compliance for capital projects
- Environmental management systems;
- Compliance with new environmental regulations; and
- Special projects.

**Budget Impact**

The funds for these contracts will come from a mix grants from current and future budgets of federal, state, regional, local, and/or sales tax.

**Background**

In September 2019, the Board adopted Resolution 2019-31 authorizing award of the contracts for on-call environmental planning, permitting, and support services for an aggregate contract total amount of \$3 million to be shared as a pool under authorized work directives assigned to the three firms listed above. The resolution also authorized up to two additional, one-year option terms for an aggregate not-to exceed total amount of \$750,000 for each option year, provided that exercising such options is in the best interest of the District. The first option terms do not start until December 1, 2024.

To date, there is only 8% remaining available capacity from the aggregate amount through the end of the base term, which will conclude at the end of November 2024. Staff anticipates needing an additional \$1.5 million to fund current and ongoing, anticipated, and unanticipated, work directives through November 30, 2024.

Increasing the contract total will not obligate the District to purchase any specific level of services from any firms as work directives are issued on a project and as-needed basis. The performance of all three firms to date has been satisfactory and in accordance with the requirements of each contract.

Prepared By:	Enrica Balagot	Contract Administrator	650-507-7948
	Manny Caluya	Procurement Administrator III	650-508-7788
	Hilda Lafebre	Deputy Director, Program Management and Environmental Compliance	650-622-7842

**Resolution No. 2023-**

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

\* \* \*

**Authorizing Amendments to the Contracts for On-call Environmental Planning, Permitting, and Support Services to Increase the Aggregate Contract Total Amount by \$1,500,000, from \$3,000,000 to a New Aggregate Not-to-exceed Total Amount of \$4,500,000**

**Whereas**, pursuant to Resolution No. 2019-31, the Board of Directors (Board) of the San Mateo County Transit District (District) awarded contracts for on-call environmental planning, permitting and support services to HDR Engineering, Inc. (HDR), ICF Jones & Stokes, Inc. (ICF), and WSP USA Solutions, Inc. (f.k.a. Louis Berger U.S., Inc.) (WSP) for a five-year base term with two, one-year options; and

**Whereas**, due to current and upcoming environmental planning for capital and compliance efforts not anticipated at the time of the previous contract solicitation efforts, additional contract capacity is required; and

**Whereas**, staff recommends, that the Board authorize amendments to the contracts with HDR, ICF, and WSP to increase the aggregate contract total amount by \$1,500,000 from \$3,000,000 to a new aggregate contract total amount of \$4,500,000, to be shared amongst the three firms, with the understanding that increasing the contract total will not obligate the District to purchase any specific level of services from any firm, as services are provided on an as-needed basis.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby authorizes amendments to the contracts with HDR Engineering, Inc., ICF Jones & Stokes, Inc., and WSP Solutions, Inc. to increase the aggregate contract total amount by

\$1,500,000 from \$3,000,000, for a new aggregate contract total amount of \$4,500,000 to be shared amongst the three firms; and

**Be It Further Resolved** that the Board authorizes the General Manager/CEO, or her designee, to execute an amendment with each of the firms listed above in a form approved by legal counsel.

Regularly passed and adopted this 6th day of December, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

BOARD OF DIRECTORS 2023

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

APRIL CHAN  
GENERAL MANAGER/CEO



## Memorandum

**Date:** November 29, 2023  
**To:** SamTrans Board of Directors  
**From:** April Chan, General Manager/CEO  
**Subject:** General Manager/CEO Report

### Ridership Recovery

SamTrans total trips for the three months ending September 30, 2023, was 86.6 percent of its ridership compared to the same period in 2019. SamTrans ridership recovery continues to compare favorably with the local peer agencies, out-of-state bus public transportation agencies, and nationally with a bus ridership average of 74.0 percent. Local rail systems remain at a lower recovery rate compared to buses and to the national rail recovery rate.

	Total Trips YTD September 2019	Total Trips YTD September 2023	Ridership Recovery Rate
<b>SamTrans</b>	2,768,820	2,397,005	86.6%
<b>AC Transit</b>	13,854,264	9,718,601	70.1%
<b>SFMTA</b>	52,576,538	37,603,286	71.5%
<b>VTA</b>	6,901,521	5,487,619	79.0%
<b>Dallas</b>	9,614,853	7,215,745	75.0%
<b>Seattle - King</b>	30,490,984	18,969,874	62.2%
<b>Chicago</b>	60,702,308	42,324,299	69.7%
<b>Atlanta</b>	12,994,162	8,237,673	63.4%
<b>New York MTA</b>	180,754,546	149,809,612	82.9%
<b>National Bus</b>	1,145,492,925	847,352,929	74.0%
<b>Caltrain</b>	4,987,520	1,780,203	35.7%
<b>BART Extension</b>	3,521,570	1,798,338	51.1%
<b>BART System</b>	32,873,881	12,958,756	39.4%
<b>National Rail</b>	1,230,428,068	807,302,600	65.6%
<b>Total NTD Trips</b>	2,504,274,911	1,704,071,450	68.0%

**Bus Operator Staffing**

	<b>Approved FTEs</b>	<b>Trainees*</b>	<b>No. Bus Operators</b>
Bus Operators	348	19	317**

\* Class 183 has 14 students, and graduation is scheduled for December 21, 2023. Class 184 currently has 5 students and is the first class to be trained at the new West Base Training Center in Colma.

\*\* This number excludes the 19 trainees included in Classes 183 and 184.

**Special SamTrans Holiday Service and Programs:**

- December 2 – SamTrans participated in the Redwood City Hometown Parade with a decorated battery electric bus.
- December 21 – SamTrans will provide a special bus for the San Mateo County Sheriff Department’s “Shop With A Cop” event.
- December 25 and on January 1 – SamTrans will run on a Holiday/Sunday schedule during the holidays.
- SamTrans will offer free fares on New Year’s Eve 2023 for SamTrans, Redi-Wheels, RediCoast, and Ride Plus.

**Paratransit Programs**

SamTrans will begin a pilot program to offer same-day paratransit service, starting December 18. Trips for eligible Redi-Wheels customers will be scheduled on a space-available basis. This premium service will have a higher fare and some service limitations. Staff will present the details of this pilot service at the December 6, 2023 Board meeting.

**Regional/MTC Matters**

**State Funding for Transit Agency Fiscal Cliffs**

The California State Transportation Agency (CalSTA) adopted final guidelines for transit agencies to access the \$5.1 billion for transit agencies authorized in the budget passed this year. Of this total, MTC is set to receive about \$1.2 billion. MTC is finalizing the distribution plan and accountability requirements for Bay Area agencies and will submit it to the state by the end of the year. Only transit agencies with the direst needs will receive the State funding, including BART, SFMTA, Golden Gate Transit, AC Transit, and Caltrain.

**Regional Network Management Council**

As staff has previously reported out, MTC has set up a Transit Regional Network Management Council to be made up of eleven (11) members, including ten (10) transit agency general managers and the MTC Executive Director. I am one of the eleven (11) members who sit on the RNM Council, and at the November 27, 2023 meeting, Bob Powers of BART was elected Chair of the RNM Council, and I as the Vice-Chair of the RNM Council.

The vision and mission of the RNM Council will focus on driving transformative improvements in customer experience for regional Bay Area transit agencies, and on advancing regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations. The RNM Council will be meeting monthly to advance the work.

**Bus Transportation Safety Campaign**

The November Safety Campaign focuses operators on how to merge safely to avoid accidents. Operators are reminded to use their signals and check their mirrors for blind spots before merging into lanes. Operators should avoid entering lanes unless it is completely clear and free of obstructions and vehicles. This campaign will run through the end of the year.

**Bus Operator Employee of the Month (EOM) Recognitions**

**Patricia Cruz** is the October 2023 Bus Operator of the Month at North Base. This is the first EOM award she achieved during her first year of service with the District. **Jose Sanchez** is the October 2023 Bus Operator of the Month at South Base. Operator Sanchez has been driving with the District for two years, and this is his first EOM award.

**Bus Maintenance Employee of the Month (EOM) Recognitions**

**Stanford Yan** is the October 2023 Mechanic of the Month at North Base. This is his 6th EOM during his 15-plus years of service with the District. **Seth Thompson** is the October 2023 Mechanic of the Month at South Base. This is his 11th EOM during his 22-plus years of service with the District. He was Employee of the Year in 2011.

**San Mateo County Transit District  
Staff Report**

To: Board of Directors  
Through: April Chan, General Manager/CEO      David Olmeda, Chief Operating Officer,  
Bus  
From: Ana Rivas, Director Bus Transportation  
Subject: **Same-Day Paratransit Service**

**Action**

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

**Significance**

Staff is preparing to launch a twelve-month Same-Day Paratransit Pilot Program effective Monday, December 18, 2023. Eligible Redi-Wheels customers can request a same-day paratransit trip, which will be scheduled on a space-available basis. The recently implemented paratransit scheduling system will help to optimize system performance and will make more capacity available.

Redi-Wheels riders have expressed interest for same day service for several years. They like the option of having the flexibility to make last-minute trips. This pilot program will provide additional transportation options to customers.

**Budget Impact**

The current budget is anticipated to cover the cost of this pilot program.

**Background**

Trips will be scheduled on a space-available basis. There are limitations on the service hours and service areas. Since this is a premium service, it will require premium higher fares: \$10.00 regular fare and \$8.00 discounted fares. Same day service is in addition to regular paratransit services. Customers can reserve their rides using the regular reservation method for the following day for regular fare and a guaranteed ride. The pilot program should not negatively impact the existing ADA-mandated Redi-Wheels service.

The program has been discussed with the Paratransit Coordinating Council (PCC) and other disability groups. To promote this program and ensure all paratransit customers are informed, staff will mail letters to all Redi-Wheels customers in English, Spanish, and Chinese to ensure the information is received.

Prepared by: Tina Dubost      Manager, Accessible Transit Services      650-508-6247  
Kelley Shanks      Acting Manager, Bus Contracts      650-508-6324



# Same-Day Paratransit Service

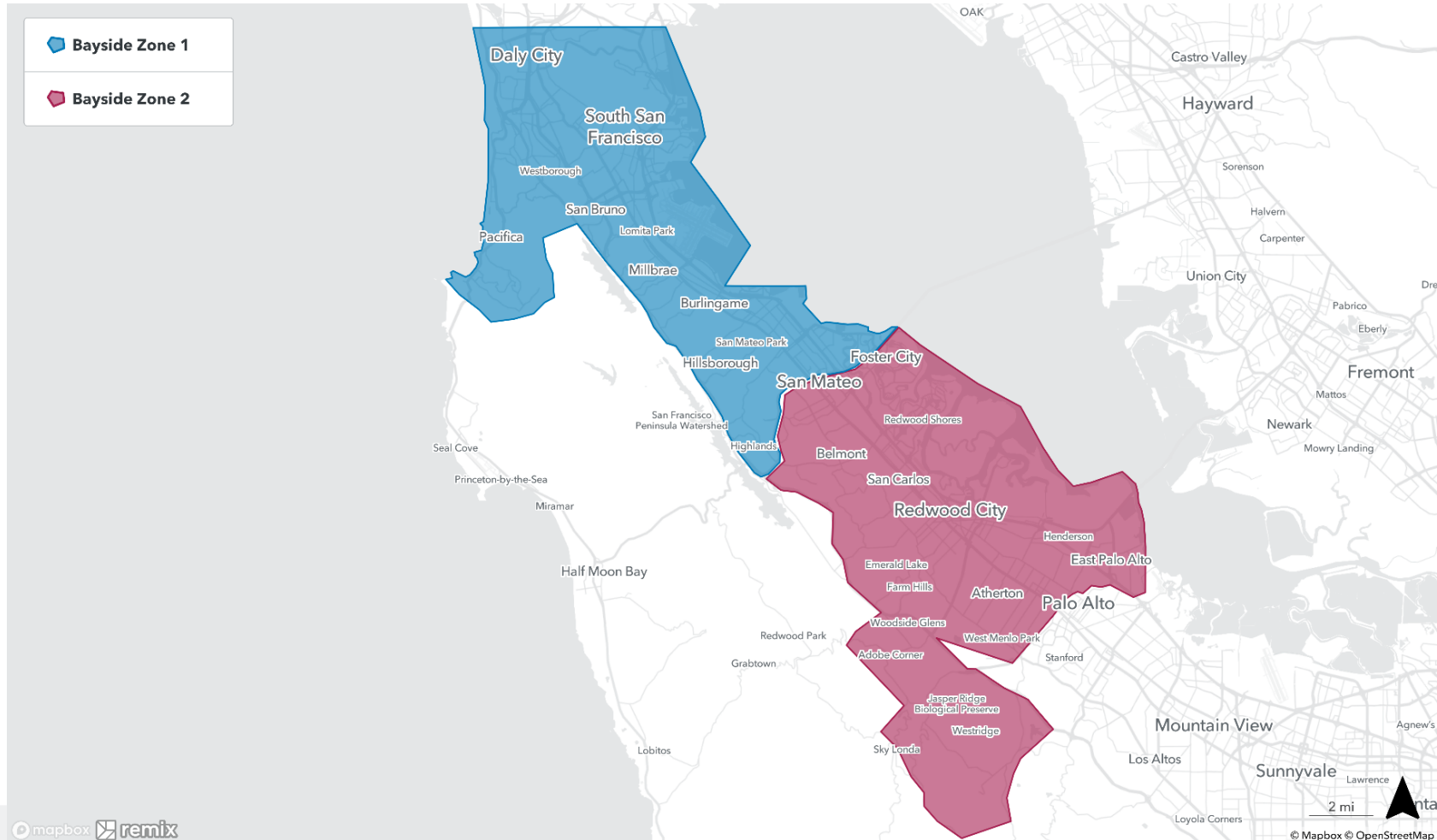


Board of Directors – December 6, 2023

# Same-Day Paratransit Service General Information

- Starts December 18, 2023.
- Long-standing customer requests for same-day paratransit service.
- Trips scheduled on space-available basis for registered Redi-Wheels customers.
- Same-day service will be a premium service with higher fares.
- Customers can still reserve regular paratransit trips if same-day paratransit isn't the right option.
- Start small— limited hours, defined service area (2 zones), trip times negotiated within 90-minute window.

# Two Zones Map



# Why Offer Same-Day Paratransit Service

- Why now?
- New paratransit scheduling system allows for performance optimization.
- Big benefit to customers with unanticipated trip needs.
- Fills a service gap – 26% of riders surveyed said that without this type of service, they would not be able to make the trip.
- Extensive outreach.

# Evaluation Metrics

This is a pilot program, which may be adjusted based on the following observations:

- Percent of requested trips that are provided and denied.
- Passengers per hour.
- KPI: OTP.
- Qualitative data from complaints, customer comments, customer surveys.
- Cost and impact to existing service.
- Measure & evaluation.

# Thank You



Please email Ana Rivas at [Rivasa@samtrans.com](mailto:Rivasa@samtrans.com) with any questions.

**San Mateo County Transit District  
Staff Report**

To: SamTrans Board of Directors  
Through: April Chan, General Manager/CEO  
From: Kate Jordan Steiner, Chief Financial Officer  
Subject: **Public Hearing on and Adoption of Proposed Fare Structure Changes; Approval of Associated Title VI Equity Analysis; Findings Under the California Environmental Quality Act and National Environmental Policy Act**

**Action**

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

1. Hold a public hearing and thereafter adopt two updated Fare Structures, as follows:
  - a. A “Pre-Clipper Next Generation Fare Structure,” to be effective 1/1/2024, that would:
    - Consolidate Local and Express fares consistent with all current local fares and local fare rules
    - Waive fares for pre-arranged school field trips
    - Make non-substantive corrections and adjustments
  - b. A “Post-Clipper Next Generation Fare Structure,” to be effective upon launch of the Clipper® Next Generation system (expected in Fall 2024), that would:
    - Reflect the Clipper fare payment system’s planned introduction of contactless, on-board payment using credit and debit cards (also known as “Open Payment”)
    - Introduce Day Pass and Monthly Pass accumulators (also known as “Fare Capping”)
    - Participate in the Regional Transfer Discount Program
    - Transition mobile application fare payment functionality from the SamTrans mobile app to the Clipper mobile app; and
2. Approve the associated Title VI Fare Equity Analysis, which finds that the consolidation of express and local fares will disproportionately benefit both minority and low income populations, respectively; and
3. Approve Staff recommendation that the proposed fare changes are exempt from review under the California Environmental Quality Act pursuant to the “common sense” exemption” because there is no possibility that they will have a significant effect on the environment, and that they comply with all applicable requirements under the National Environmental Policy Act and applicable regulations promulgated thereunder.

## Significance

Staff presented proposed fare structure changes as an informational item at the Board's November 2023 meeting. As discussed during that meeting, the changes reflect both upcoming adjustments to the Clipper system that will alter how SamTrans and Redi-Wheels fares are collected, and improvements the District can choose to make to simplify riders' experience and otherwise better reflect elements the District's Fare Policy. In response to comments made by members of the Board and the public, staff's recommendation no longer includes elimination of the Summer Youth Pass.

The remaining proposed revisions include:

- Clipper System Alterations
  - Enable Open Payment Acceptance: Open Payment will be available region-wide upon the launch of Clipper Next Generation, enabling customers to use contactless debit and credit cards on Clipper validators to pay for fares without having separate Clipper cards or the Clipper mobile app.
  - Transition SamTrans mobile application fare payment functionality to the Clipper mobile app: All transit providers that use Clipper are prohibited by agreement from having competing mobile apps. Accordingly, bus fare payment on the SamTrans mobile app must be phased out within six months of the launch of Clipper Next Generation.
- Rider Experience Improvements and Consistency with the District's Fare Policy
  - Consolidate Local and Express fares: There is currently only one SamTrans express route, the Foster City Commuter Express (Route FCX), which offers service between Foster City and downtown San Francisco. Based on analysis by staff, ridership levels for the FCX have declined approximately 60% since the pandemic. Staff recommends combining Express and Local fares (at the lower Local fare) to streamline operations and simplify the future utilization of accumulators.
  - Waive fares for pre-arranged school field trips: Over 100 public and charter schools are located close to SamTrans fixed route services. Schools have often inquired about free day passes for field trips. Waiving fares for field trips would encourage schools to use transit to field trip destinations and will provide students with opportunities to learn and experience public transit and encourage future ridership.
  - Introduce Day Pass and Monthly Pass accumulators (also known as "Fare Capping"): Customers using Clipper cards would benefit from fare caps for daily and calendar month usage. Fares paid under the accumulator passes would be dependent on customers' fare categories, with daily fares capped at twice a one-way Clipper fare and fares paid in a calendar month capped at the Clipper monthly pass price. Fare accumulators have substantial equity benefits, especially for passengers with low incomes who may not be able to afford to purchase Monthly Passes in one payment at the beginning of the month.



- Participate in Regional Transfer Discount Program: The regional transfer discount program applies to single fare rides at each participating agency for passengers using Clipper or open payment. Passengers pay the full fare on the first agency used. Transfers to another agency within the first 2 hours of the first boarding are discounted up to a limit of \$2.50 per transfer. Passes are not included but passholders may receive a discount when transferring to an agency that uses single ride fares. The initial pilot of the Regional Transfer Discount is funded by MTC, with transit agencies reimbursed for fare losses.

### Title VI Equity Analysis

Prior to adoption of the proposed changes, Federal Transit Administration (FTA) Circular 4702.1B and District policies require that the Board review and consider approval of the attached Title VI fare equity analysis of potential impacts to minority and low-income riders. In summary, the analysis suggests that the proposed changes will not have a disparate impact or disproportionate burden on minority or low-income passengers, respectively.

(MTC is responsible for conducting the equity analysis of the Regional Transfer Discount Program, which is currently in an extended pilot phase approved by the FTA.)

### Public Outreach

A public notices regarding the public meeting and public hearing have been placed on the bus, website, social media and published in the newspaper. Notices were translated in Chinese and Spanish. A presentation to the CAC meeting was held on 10/25/2023 and the public meeting was held on 10/30/2023. Overall, positive feedback was received for the proposed changes.

### Budget Impact

Adoption of the proposed fare changes is not expected to have significant budget impacts; potential fare revenue losses are expected to be offset by increased ridership from enhanced fare payment functionality that better serves riders. More specifically:

- Fares collected through open payment would be lower than cash fare prices by \$.20 per Adult and \$.10 per Youth/Eligible Discount passenger. While this discount decreases fare revenue by about \$20,000 per 10% of users that switch from cash to open payment, the decrease in fare revenue could be offset by increases in ridership due to this enhanced functionality and ease of use.
- Clipper mobile app fares would be slightly lower than on the current SamTrans mobile app. Based on the last 12 months of usage, the annual impact is expected to be less than \$20,000 annually.
- Consolidation of Local and Express fares at the current Local fares is expected to reduce fare revenues by \$20,000 to \$30,000 annually.
- Waiving fares for school field trips is expected to reduce fare revenues by less than \$1,000 per year

- Based on analysis of Clipper usage patterns over the last 8 months, fare accumulators are expected to decrease fare revenue by approximately \$25,000 per month, resulting in a potential annual decrease in fare revenue of approximately \$300,000. This decrease in fare revenue could be offset by increases in ridership due to this enhanced functionality.
- Participation in the Regional Transfer Discount Program should be revenue-neutral as the District would be reimbursed by MTC for lost fares throughout the initial phases of the program.

**Background**

The Fare structure was last updated in June 2023 to continue SamTrans' participation in the Clipper START program, update how fares are waived, and make other minor revisions.

The Clipper Next Generation project includes a wholesale replacement of all SamTrans on-board Clipper card readers and technological infrastructure that supports the region's Clipper fare payment system.

The District's Fare Working Group, comprised of key staff members throughout the District, meets quarterly to discuss any potential improvements or potential changes to how the District provides fare programs.

Prepared By: Bruce Thompson      Manager Fare Program Operation      650-551-6106

**Resolution No. 2023-**

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

\* \* \*

**Updating the Fare Structure to Improve Rider Experience and Accommodate Launch of Clipper Next Generation, Approving the Associated Title VI Analysis, and Making Findings Under the California Environmental Quality Act and National Environmental Policy Act**

**Whereas**, pursuant to Resolution No. 1982-27, dated April 28, 1982, the Board of Directors (Board) of the San Mateo County Transit District (District) adopted a Codified Tariff (currently known as the "Fare Structure") to outline the classifications, costs and regulations of SamTrans services and fare media; and

**Whereas**, the Board has the authority to modify the Fare Structure in order to change fares and implement policy or administrative changes to SamTrans service; and

**Whereas**, pursuant to Resolution No. 2019-4, the Board adopted the SamTrans Fare Policy (Fare Policy), which establishes high-level guidelines for staff and the Board to consider when modifying fares; and

**Whereas**, the District last took action to modify the Fare Structure on June 7, 2023 to continue SamTrans' participation in the Clipper START program, update how fares are waived, and make other minor revisions; and

**Whereas**, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

**Whereas**, MTC leads the regional fare payment system known as Clipper®, which is used by 24 public transit systems across the nine-county Bay Area, including SamTrans; and

**Whereas,** MTC is working on a substantial modernization that will allow fare payment using contactless, on-board payment using credit and debit cards (“open payment”); fare payment via a Clipper smart phone application; and fare accumulator passes, through which agencies may allow passengers to limit the of fares paid in a single day or month for unlimited travel in such time periods (also known as “fare capping”);

**Whereas,** “Clipper 2.0” or “Clipper Next Generation” is expected to launch in the fall of 2024; and

**Whereas,** MTC also has established the framework for a Regional Transfer Discount Program to improve transit affordability and facilitate regional transit usage; and

**Whereas,** staff recommends the Board of Directors adopt two new fare structures, as follows:

1. A “Pre-Clipper Next Generation Fare Structure,” to be effective January 1, 2024, that would:
  - Consolidate Local and Express SamTrans fares consistent with current local fares and fare rules
  - Waive fares for pre-arranged school field trips
  - Make non-substantive corrections and adjustments
2. A “Post-Clipper Next Generation Fare Structure,” to be effective upon launch of the Clipper Next Generation system, that would:
  - Reflect the Clipper fare payment system’s planned introduction of Open Payment
  - Introduce Day Pass and Monthly Pass accumulators
  - Participate in the Regional Transfer Discount Program
  - Transition mobile application fare payment functionality from the SamTrans mobile app to the Clipper mobile app; and

**Whereas,** under Title VI of the Civil Rights Act of 1964 and its implementing regulations, including Federal Transit Administration Circular C 4702.1 B, the District is required to perform a Title VI Fare Equity Analysis in conjunction with certain proposed fare changes to assess

whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; 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 Equity Analysis that assesses the potential effects of consolidation of local and express fares, concluding that they would disproportionately benefit both minority and low income populations; and

**Whereas**, staff has determined that the proposed revisions to the Fare Structure to are consistent with the District's Fare Policy; and

**Whereas**, the Board called, and has held, a public hearing at this December 6, 2023 meeting on the proposed changes to the fare structure; and

**Whereas**, staff recommends that the Board of Directors approve the Title VI Equity Analysis for the consolidation of local and express fares; authorize participation in the regional free transfer program; amend the fare structure to implement the actions described in these recitals and as shown in Attachments A and B, effective January 1, 2024 and upon launch of Clipper Next Generation, respectively; accept associated findings under the California Environmental Quality Act; and authorize the General Manager/CEO, or designee, to take all actions necessary to implement this Resolution.

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

Transit District hereby:

1. Finds that the recitals stated above are true and correct;
2. Approves the District's participation in the regional free transfer program;
3. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare changes described in the recitals above will not have a disparate impact on minority populations or a disproportionate burden on low-income populations;
4. Approves the Title VI Equity Analysis associated with the actions included in this Resolution;
5. Approves the updated Fare Structures, attached as Attachments A and B, and incorporated herein by this reference;
6. Authorizes the General Manager/CEO, or designee, to take any actions necessary to implement this Resolution; and
7. Finds that all actions detailed in this Resolution are exempt from review under the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*) pursuant to the "common sense" exemption (14 Cal. Code of Regulations § 15061(b)(3)) because there is no possibility that the Resolution will have a significant effect on the environment, and that they comply with all applicable requirements of the National Environmental Policy Act, (42 U.S.C, Section 4-1 *et seq.*) and the applicable regulations promulgated thereunder.

Regularly passed and adopted this 6th day of December, 2023, by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary

Adopted – May 26, 1976

Last Revised – July 6, 2022

Proposed for Revision December 6, 2023

Proposed to be Effective – June 7, 2023/January 1, 2024

**San Mateo County Transit District  
State of California  
\* \* \*  
Fare Structure**

**I. FARE PRICES**

**Fixed-route Service**

Product	Payment Options	Category	Current
Local & Express One-way (2-hour transfer on Clipper and SamTrans Mobile app)	Cash, <a href="#">SamTrans</a> Mobile app, Ticket/ <del>Token</del>	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth/Eligible Discount/ <del>Adult Means-</del> <del>based</del> Clipper <del>START</del>	\$1.00
Transfers from Other Agencies (Clipper)^	Adult/Youth/ Eligible Discount/ <del>Adult-</del> <del>Means-based</del> Clipper <del>START</del>	One free transfer	
Local & Express Day Pass	Cash, <a href="#">SamTrans</a> Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
Local & Express Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Express- One-way (2-hour transfer on- Clipper and Mobile app)	Cash, Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.25
	Clipper	Adult	\$4.00
		Youth/Eligible Discount/ Adult Means-based	\$2.00
	Transfer upgrade from One-way Local (Mobile), Day Pass (Paper/Mobile), Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.00
	Transfer upgrade from Local Monthly Pass (Clipper), Summer Youth Pass, One-way Local transfer (Clipper)	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
Express- Monthly Pass	Clipper	Adult	\$130.00
		Youth/Eligible Discount*	



^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

\* ~~Youth and Eligible Discount may purchase the Adult Express Monthly Pass by using an Adult Clipper card or may use a Youth or Eligible Discount Local Monthly Pass and pay an upgrade.~~

**Other Products**

Product	Payment Options	Category	Current
Local <u>&amp; Express</u> 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local <u>&amp; Express</u> One-way 10-Ticket	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile app, www.samtrans.com, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)
<del>Regional All-Agency Pass-Pilot</del>	<del>To be determined through Regional Fare Coordination and Integration</del>		

**Demand Response Services**

Product	Payment Options	Category	Current
Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, <u>SamTrans</u> Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastside On-demand One-way (non-ADA)	Cash, <u>SamTrans</u> Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local <u>&amp; Express</u> fixed-route	Adult/Youth/Eligible Discount/ <u>Clipper START</u>	Local <u>&amp; Express</u> fixed-route fares apply <u>Fare Structure applies</u>

**Parking**

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
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Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00
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**II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES**

**A. Fare Types:**

1. **Local and Express One-way (with Transfers).** Available through Clipper<sup>®</sup>, the SamTrans mobile app, cash, ~~Token~~ or Ticket. Valid on Local and Express service. ~~Effective January 1, 2020, for~~ For customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local and Express service for 120 minutes.
2. **Local and Express Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local and Express service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local and Express Monthly Pass.** Available through Clipper. Valid on Local and Express service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app, www.samtrans.com or advance purchase at SamTrans Administrative Office. Valid on Local service from 12:01 a.m. on June 1 until 2:00 a.m. on September 1. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. **Local and Express 31-Day Ticket.** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local and Express service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
6. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
- ~~7. **Express One-way.** Available through Clipper, SamTrans mobile app or cash. Customers using Clipper or SamTrans mobile app: includes free transfers for 120 minutes valid on Express and Local SamTrans services.~~
- ~~8. **Express Monthly Pass.** Available through Clipper only for Adult fare category. Youth and Eligible Discount fare categories may use a Local Day Pass, Local Monthly Pass, Local 31-Day Ticket or Summer Youth Pass for Express service with payment of an Express~~

~~Service Upgrade. Youth and Eligible Discount also may choose to purchase an Express Monthly Pass on an Adult Clipper card.~~

~~9. **Express Service Upgrade.** To pay for the difference between Local and Express fares. For use with: (i) 120 minute Local service transfers (Clipper and SamTrans mobile app); (ii) Tokens and Tickets; (iii) Local Day Passes; (iv) Local Monthly Passes; (v) Local 31-Day Ticket; (vi) Summer Youth Passes.~~

**10.7. Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:

- a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
- b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
- c. Residential complexes: all residents age 5 years or older

**11.8. Regional All-Agency Pass Pilot.** Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

## **B. Fare Categories:**

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Means-Based Fare Clipper START Program.** SamTrans' participation in the Regional Means-Based Fare Program (~~Clipper START Program~~), administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com).

### C. Waived Fares.

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit [www.samtrans.com/fares/fare-types](http://www.samtrans.com/fares/fare-types) for more info):

- a.1. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.
- b.2. **Military Personnel.** Active military personnel.
- c.3. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).
- d.4. **Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members.
- e.5. **ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for "Ride Plus Microtransit Service" under Section V.
6. **School Field Trips Passengers.** Passengers who are traveling from public schools located within the San Mateo County for the purpose of a school-sponsored field trip and whose field trip group has pre-arranged fare waivers with the San Mateo County Transit District.

### III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

#### A. ADA Paratransit: Redi-Wheels and RediCoast

1. **Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. **Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. **Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care.

Sponsor is billed by the District after the trip.

**B. Non-ADA Paratransit: 5311 Coastside Demand Response**

1. **Regular and Lifeline 5311 Coastside Demand Response.** For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastside. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi- Cal. Sponsor is billed by the District after the trip.

**IV. FARE PAYMENT**

- A. **Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. **Local and Express One-way ~~Token or Ticket.~~** ~~Available to~~ Tickets are sold only in packages of 10. Ticket packages are available for Adult and, Youth as Tokens through June 30, 2020, and as Tickets effective July 1, 2020. Available to Eligible Discount ~~as Tickets. Sold only in packages of 10-fare categories.~~ Each ~~Token or Ticket~~ is valid for one Local or Express ride. ~~Multiple Tokens or Tickets may be combined for Express service (but no Change is provided). Tokens will be accepted on SamTrans buses through June 30, 2021 (after which point only Tickets will be accepted).~~
- C. **Clipper<sup>®</sup>.** ~~Clipper is available via Clipper card and Clipper mobile app.~~ Use of Clipper requires customers to “tap” the card or the mobile device at the ~~onboard~~-validator on-board buses. The Clipper card system is a transit fare payment card platform issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card- or Clipper mobile app. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. **Mobile Ticketing Application ~~Pilot Program.~~** Customers may purchase via the SamTrans Mobile App: (i) Local and Express One-way; (ii) Local and Express Day Pass; (iii) ~~Express Upgrade;~~ (iv) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (v) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA) ~~and (vi) Summer Youth Pass.~~. Credit and debit cards are accepted.
- E. **Inter-agency Transfers.**

Transfers from certain transit systems to SamTrans will receive one Local and Express fare credit; available only on Clipper. ~~Effective January 1, 2020, Upgrade will be charged for Express service.~~

AC Transit 31-day Ticket	Local <u>and Express</u> Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local <u>and Express</u> Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local <u>and Express</u> Fare Credit within two hours of tapping Clipper on home system
Santa Clara Valley Transportation Authority	Local <u>and Express</u> Fare Credit within two hours of tapping Clipper on home system

- F. **Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.
- G. **Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.
- H. **Rules and Regulations.** All Passes, ~~Tokens~~ and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass, ~~Token~~ or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass, ~~Token~~ or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes, ~~Tokens~~, and Tickets are not subject to refund or replacement.

~~The individual ride value of a Pass shall be valid for any route that has a fare for the specified ride value or less. The single ride value of a Pass may be applied to the fare for any route with a higher individual ride value by paying the difference in cash, Tokens or Tickets.~~ Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

## V. **SERVICE CLASSIFICATIONS**

### A. **Local Service**

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

**B. Express Service**

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

**C. ADA and non-ADA Paratransit Service**

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.

a. The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.

b. The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.

c. Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.

2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

**D. Ride Plus Microtransit Service**

SamTrans' ~~Microtransit Service~~microtransit service, known as Ride Plus, is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use Ride Plus may request a ride using a mobile app or by phone. ~~Local fares apply. ADA-Paratransit-eligible passengers will be charged their eligible local route fare.~~

Adult and Youth/Eligible Discount fares apply. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, pay Eligible Discount fares.

**VI. PARKING**

**A. Fees**

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be

purchased at the SamTrans Administrative Offices or via [www.samtrans.com](http://www.samtrans.com). The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

**B. Restrictions**

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.



Adopted – May 26, 1976  
 Last Revised July 6, 2022  
 Proposed for Revision December 6, 2023  
 Proposed to be Effective ~~January 1, 2024~~ upon activation of Clipper® Next Generation

**San Mateo County Transit District  
 State of California  
 \* \* \***

**Fare Structure**

**I. FARE PRICES**

**Fixed-route Service**

Product	Payment Options	Category	Current
Local & Express One-way (2-hour transfer on Clipper <del>and</del> , SamTrans Mobile app* <u>and Open Payment</u> )	Cash, SamTrans Mobile app*, Ticket	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper/ <u>Open Payment</u> <u>Clipper</u>	Adult	\$2.05
		Youth/Eligible Discount/Clipper START	\$1.00
	Transfers from Other Agencies (Clipper <u>&amp; Open Payment</u> )^	Adult/Youth/Eligible Discount/Clipper START	One free transfer
Local & Express Day Pass	Cash, SamTrans Mobile app*	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
	<u>Clipper Mobile app**</u>	<u>Adult</u>	<u>\$4.10</u>
		<u>Youth/Eligible Discount</u>	<u>\$2.00</u>
Local & Express Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
<u>Day Pass Accumulator</u>	<u>Clipper/Open Payment</u>	<u>Adult</u>	<u>\$4.10</u>
	<u>Clipper</u>	<u>Youth/Eligible Discount/Clipper START</u>	<u>\$2.00</u>
<u>Monthly Pass Accumulator</u>	<u>Clipper/Open Payment</u>	<u>Adult</u>	<u>\$65.60</u>
	<u>Clipper</u>	<u>Youth/Eligible Discount/Clipper START</u>	<u>\$27.00</u>

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

\* The SamTrans Mobile app will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Pass will only be available on the Clipper mobile app

\*\* Clipper Mobile app is the only Clipper fare media that sells Local and Express Day Pass. The Clipper mobile Local and Express Day Pass is used as a flash pass and can be used for group travel

**Other Products**

Product	Payment Options	Category	Current
Local & Express 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local & Express One-way 10-Ticket	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile app, www.samtrans.com, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)

**Demand Response Services**

Product	Payment Options	Category	Current
Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastsides On-demand One-way (non-ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local & Express fixed-route	Adult/Youth/Eligible Discount/Clipper START	Local & Express fixed-route Fare Structure applies

**Parking**

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

## II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

### A. Fare Types:

1. **Local and Express One-way (with Transfers).** Available through Clipper<sup>®</sup>, the SamTrans mobile app, cash or Ticket. Valid on Local and Express service. For customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local and Express service for 120 minutes.
2. **Local and Express Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local and Express service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local and Express Monthly Pass.** Available through Clipper. Valid on Local and Express service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app, www.samtrans.com or advance purchase at SamTrans Administrative Office. Valid on Local service from 12:01 a.m. on June 1 until 2:00 a.m. on September 1. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. **Local and Express 31-Day Ticket.** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local and Express service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
6. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
7. **Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
  - a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
  - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
  - c. Residential complexes: all residents age 5 years or older
8. **Regional All-Agency Pass Pilot.** Available to passengers who are selected to

participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

## B. Fare Categories:

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Clipper START Program.** SamTrans' participation in the Regional Means-Based Fare Program, administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com).

## C. Waived Fares.

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit [www.samtrans.com/fares/fare-types](http://www.samtrans.com/fares/fare-types) for more info):

1. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.
2. **Military Personnel.** Active military personnel.
3. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).
4. **Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members.
5. **ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for "Ride Plus Microtransit Service" under Section V.
6. **School Field Trips Passengers.** Passengers who are traveling from public schools located within the San Mateo County for the purpose of a school-sponsored field trip and whose field trip group has pre-arranged fare waivers with the San Mateo County Transit District.

### III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

#### A. ADA Paratransit: Redi-Wheels and RediCoast

1. **Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. **Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. **Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care. Sponsor is billed by the District after the trip.

#### B. Non-ADA Paratransit: 5311 Coastside Demand Response

1. **Regular and Lifeline 5311 Coastside Demand Response.** For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Sponsor is billed by the District after the trip.

#### IV. FARE PAYMENT

- A. Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. Local and Express One-way Ticket.** Tickets are sold only in packages of 10. Ticket packages are available for Adult, Youth and Eligible Discount fare categories. Each Ticket is valid for one Local or Express ride.
- C. Clipper<sup>®</sup>.** Clipper is available via Clipper card and Clipper mobile app. Use of Clipper requires customers to “tap” the card or the mobile device at the validator on-board buses. The Clipper system is a transit fare payment platform issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card or Clipper mobile app. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. Mobile Ticketing Application Program.** Customers may purchase via the SamTrans Mobile App: (i) Local-and Express One-way; (ii) Local and Express Day Pass; (iii) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (iv) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA). Credit and debit cards are accepted. SamTrans mobile ticketing will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Passes will no longer be sold on the SamTrans Mobile App, and will only be available on the Clipper mobile application.
- E. Open Payment**  
Open payment allows accepted contactless debit and credit cards to be tapped at Clipper validators onboard SamTrans buses to pay for Local & Express One-Way fares, Day Pass Accumulators and Monthly Pass Accumulators. Open payment functionality is only applicable to the Adult fare category.

**E.F. Inter-agency Transfers:**

Transfers from certain transit systems to SamTrans will receive one Local and Express One-Way fare credit; available only on Clipper.

AC Transit 31-day Ticket	Local and Express <u>One-Way</u> Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local and Express <u>One-Way</u> Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local and Express <u>One-Way</u> Fare Credit within two hours of tapping Clipper on home system
Santa Clara Valley Transportation Authority Monthly Pass	Local and Express <u>One-Way</u> Fare Credit within two hours of tapping Clipper on home system

**G. Free or Reduced Cost Transfers-Regional Transit Pilot Program**

The Free or Reduced Cost Transfers Regional Transit Pilot Program is part of the Regional Fare Coordination and Integration Study. It is managed by MTC and BART in close coordination with regional transit operators and SamTrans. The Pilot Program will provide a transfer discount up to the region's highest local transit fare to riders using Clipper (excluding pass products), or open payment, when transferring to SamTrans within two hours of the first boarding.

**F.H. Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.

**G.I. Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

**H.J. Rules and Regulations.** All Passes and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes and Tickets are not subject to refund or replacement.

Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

## V. SERVICE CLASSIFICATIONS

### A. Local Service

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

### B. Express Service

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

### C. ADA and non-ADA Paratransit Service

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.
  - a. The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.
  - b. The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.
  - c. Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.
2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

### D. Ride Plus Microtransit Service

SamTrans' microtransit service, known as Ride Plus, is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use Ride Plus may request a ride using a mobile app or by phone. Adult and Youth/Eligible Discount fares apply. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, pay Eligible Discount fares.



## **VI. PARKING**

### **A. Fees**

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via [www.samtrans.com](http://www.samtrans.com). The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

### **B. Restrictions**

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.



## **Title VI Fare Equity Analysis**

Express Fare Elimination

November 2023

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**SamTrans Title VI Equity Analysis**  
**Proposed Fare Changes:**  
Elimination of Express Fare Category

■ **SUMMARY**

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. SamTrans has committed to the Title VI objectives set forth in the 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, SamTrans is required to maintain and provide to the FTA information on District compliance with the FTA's Title VI regulations. At a minimum, SamTrans must conduct periodic compliance assessments to determine whether its services are provided in a nondiscriminatory manner consistent with the law. Additionally, SamTrans 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 or disproportionate burdens include fare structures that could consistently cause minority or low-income riders to bear a higher fare burden than the overall riding public.

This assessment analyzes the proposal of the elimination of the SamTrans Express Fare category through consolidation of Express and Local Fares that will be subject to Board of Directors (Board) approval on December 6, 2023. Included in this Title VI analysis is a description of the proposed fare changes and any potential impacts on minority and low-income passengers. It also includes a summary of related public outreach, materials provided for Limited English Proficient (LEP) populations, and information on public comments received. The Summer Youth Pass was removed from this analysis in November 2023 due to its removal from the proposed fare changes.

In addition to the consolidation of Express and Local Fares, the Board also will consider a number of updates to the Fare Structure that will benefit riders and customers. A brief overview of these changes are provided, but are not addressed in this equity analysis as they are related to the administrative configuration of the Clipper or will be addressed by the Metropolitan Transit Commission (MTC) in a later analysis.

■ **BACKGROUND**

**SAMTRANS OVERVIEW**

SamTrans provides fixed-route bus service, microtransit, as well as complementary ADA and non-ADA paratransit and shuttle services throughout San Mateo County, California. The 446-mile area also includes routes to San Francisco and Palo Alto. Among its diverse service area, SamTrans contains urban, suburban, coastal, and rural landscapes with residents from an array of different backgrounds. As of Fall 2023, SamTrans operates 70 fixed-routes and two microtransit service areas throughout San Mateo County. **Attachment 1** displays a copy of the SamTrans Service Map. **Attachment 2** displays combined minority demographic maps with the minority population 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 systemwide minority average of 61%. **Attachment 2** also contains low-income demographic maps where the service area’s low-income population is broken out by block group using ACS data. Low-income block groups are defined under SamTrans's 2022 Title VI Program as those in which more than 17% of households have incomes under \$30,000 – the countywide low-income threshold.

■ **FARE PROPOSAL**

**CURRENT FARES**

SamTrans fares are based on one-way trips regardless of the distance. SamTrans customers may pay fares with cash, a mobile app (SamTrans Mobile App), a Clipper® Card, tickets, a monthly pass, or a day pass. A complete matrix of SamTrans’ existing fare structure is shown in **Attachment 3**.

SamTrans’ fare structure is divided into three fare categories: Adult fares (those age 19 through 64); Eligible Discount fares for seniors (those age 65 years or older), customers with disabilities, and Medicare cardholders; and discounted fares for Youth riders (those between the ages of 5 and 18). A description of all fare categories and fare types is listed below.

<b>FARE CATEGORIES</b>	
<b>Adult</b>	Applies to passengers aged 19 through 64.
<b>Eligible Discount</b>	Available to passengers aged 65 or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department

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	of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card.
<b>Youth</b>	Available to passengers who are 18 years old or younger. Up to two children aged 4 years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth Fare.

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**FARE TYPES**

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<b>Local One-Way</b>	Available through Clipper, the SamTrans mobile app, cash, Token, or Ticket. Valid on Local service. For customers using Clipper or SamTrans mobile app, ticket includes free transfers on SamTrans Local service for 120 minutes.
<b>Local Day Pass</b>	Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues pass through the farebox. Valid on Local service from the time of activation at the farebox until 2:00 a.m. the next day.
<b>Local Monthly Pass</b>	Available through Clipper. Valid on Local service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
<b>Summer Youth Pass</b>	Available through the SamTrans mobile app, <a href="http://www.samtrans.com">www.samtrans.com</a> , or advance purchase at the SamTrans Administrative Office in San Carlos. Valid on Local service from 12:01 a.m. on June 1 until August 31. Youth will pay upgrade when riding Express service.
<b>Local 31-Day Ticket</b>	Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local service from the time of activation at the farebox until 2 a.m. on the 32 <sup>nd</sup> day after activation.
<b>Youth Unlimited Pass</b>	No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans Administrative Office to participating school districts and schools.
<b>Express One-Way</b>	Available through Clipper, SamTrans mobile app, or cash. For customers using Clipper or SamTrans mobile app, ticket includes free transfers for 120 minutes valid on Express and Local SamTrans services.

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<b>Express Monthly Pass</b>	Available through Clipper only for Adult fare category. Youth and Eligible Discount fare categories may use a Local Day Pass, Local Monthly Pass, Local 31-Day Ticket, or Summer Youth Pass for Express service with payment of an Express Service Upgrade. Youth and Eligible Discount also may choose to purchase an Express Monthly Pass on an Adult Clipper Card.
<b>Express Service Upgrade</b>	Used to pay for the difference between Local and Express fares. For use with: (i) 120-minute Local service transfers (Clipper and SamTrans mobile app); (ii) Tokens and Tickets; (iii) Local Day Passes; (iv) Local Monthly Passes; (v) Local 31-Day Ticket; (vi) Summer Youth Passes.
<b>Way2Go Pass</b>	Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as: <ul style="list-style-type: none"><li>• <b>Educational Institutions:</b> all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)</li><li>• <b>Employers:</b> all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)</li><li>• <b>Residential Complexes:</b> all residents aged 5 or older</li></ul>
<b>Regional All-Agency Pass Pilot</b>	Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

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**Table 1** displays SamTrans’ current fare structure of fixed-route service products. Fixed-route service fares are further classified into Local fare and Express fare products. Local fare products apply to all local service, which refers to transit routes that operate primarily on local and arterial streets. Local routes serve each established bus stop. Express fare products apply only to Express service, which refers to specialized routes that operate for significant portions of the route length along freeways. Express service operates on arterial streets and serves a limited number of bus stops. Due to the time savings provided by Express routes, fares for Express service currently are higher than Local service.

**Table 1. Current SamTrans Fare Structure: Fixed-Route Service Products**

Product	Payment Options	Category	Current
Local One-Way (2-hour transfer on Clipper and Mobile App)	Cash, Mobile App, Ticket/Token	Adult	\$2.25
		Youth / Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth / Eligible Discount / Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)	Adult / Youth / Eligible Discount / Adult Means-based	One free transfer
Local Day Pass	Cash, Mobile App	Adult	\$4.50
		Youth / Eligible Discount	\$2.00
Local Monthly Pass	Clipper	Adult	\$65.60
		Youth / Eligible Discount	\$27.00
Express One-Way (2-hour transfer on Clipper and Mobile App)	Cash, Mobile App	Adult	\$4.50
		Youth / Eligible Discount	\$2.25
	Clipper	Adult	\$4.00
		Youth / Eligible Discount / Adult Means-based	\$2.00
	Transfer Upgrade from One- Way Local, Day Pass, Ticket/Token	Adult	\$2.25
		Youth / Eligible Discount	\$1.00
	Transfer Upgrade from Local Monthly Pass (Clipper), Summer Youth Pass, One-Way Local transfer (Clipper)	Adult	\$1.95
		Youth / Eligible Discount / Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)	Adult	\$1.95
		Youth / Eligible Discount / Adult Means-based	\$1.00
Express Monthly Pass	Clipper	Adult	\$130.00
		Youth / Eligible Discount	

Other Products in the current fare structure are shown in **Table 2**.

**Table 2. Current SamTrans Fare Structure: Other Products**

Product	Payment Options	Category	Current
Local 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth / Eligible Discount	\$27.00
Local One-way 10-Ticket Pack	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth / Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile App, SamTrans Website, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)

## PROPOSED FARES

This Fare Equity Analysis analyzes the proposal to consolidate Local and Express fare products, which will result in the elimination of the Express Fare Category.

SamTrans staff recommends the permanent removal of the Express fare category beginning January 1, 2024 to simplify the fare structure, grow ridership, and enhance customer experience through increased functionality. Express fare products of Adult Express One-Way and Express Monthly Pass will be replaced by associated Local fare prices and products for which all Local fares and rules apply.

Currently, there is only one SamTrans Express route, the Foster City Commuter Express, known as Route FCX. The weekday route offers direct service during peak commute hours between Foster City and downtown San Francisco. Since the start of the Covid-19 pandemic in 2020, ridership has declined by approximately 60% compared to pre-pandemic levels. By eliminating the Express fare category and combining Express fares into one Local Fare category, the new lowered price would streamline operations and simplify the future use of pass accumulators in the Clipper Next Generation fare structure. **Table 3** shows in redlined detail the proposed fare structure of fixed-route service products. **Table 4** displays the changes in redline following

the consolidation of the Local and Express fare categories in the table format shown to the public on the SamTrans Fares webpage, <https://www.samtrans.com/fares/>.

**Table 3. Proposed SamTrans Fare Structure: Fixed-Route Service Products**

Product	Payment Options	Category	Current
Local <b>and</b> Express One-Way (2-hour transfer on Clipper and Mobile App)	Cash, Mobile App, Ticket/Token	Adult	\$2.25
		Youth / Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth / Eligible Discount / Adult Means-based	\$1.00
Transfers from Other Agencies (Clipper)	Adult / Youth / Eligible Discount / Adult Means-based	One free transfer	
Local <b>and</b> Express Day Pass	Cash, Mobile App	Adult	\$4.50
		Youth / Eligible Discount	\$2.00
Local <b>and</b> Express Monthly Pass	Clipper	Adult	\$65.60
		Youth / Eligible Discount	\$27.00
Express One-Way (2-hour transfer on Clipper and Mobile App)	Cash, Mobile App	Adult	<del>\$4.50</del>
		Youth / Eligible Discount	<del>\$2.25</del>
	Clipper	Adult	<del>\$4.00</del>
		Youth / Eligible Discount / Adult Means-based	<del>\$2.00</del>
	Transfer Upgrade from One- Way Local, Day Pass, Ticket/Token	Adult	<del>\$2.25</del>
		Youth / Eligible Discount	<del>\$1.00</del>
	Transfer Upgrade from Local Monthly Pass (Clipper), Summer Youth Pass, One-Way Local transfer (Clipper)	Adult	<del>\$1.95</del>
		Youth / Eligible Discount / Adult Means-based	<del>\$1.00</del>
	Transfers from Other Agencies (Clipper)	Adult	<del>\$1.95</del>
		Youth / Eligible Discount / Adult Means-based	<del>\$1.00</del>
Express Monthly Pass	Clipper	Adult	<del>\$130.00</del>
		Youth / Eligible Discount	

**Table 4. Proposed SamTrans Fare Table**

	Local & Express Fare				Express Fare		
	Cash or Mobile App	Clipper	Day Pass (Cash or Mobile)	Monthly Pass (Clipper)	Cash or Mobile App	Clipper	Monthly Pass (Clipper)
<b>Adult</b> (Age 19 through 64)	\$2.25	\$2.05	\$4.50	\$65.60	<del>\$4.50</del>	<del>\$4.00</del>	<del>\$130.00</del>
<b>Youth</b> (Age 18 & younger) <b>Eligible Discount</b> (Senior / Disabled)	\$1.10	\$1.00	\$2.00	\$27.00	<del>\$2.25</del>	<del>\$2.00</del>	N/A

/ Medicare cardholder)							
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In addition the consolidation of Express and Local Fares, , the SamTrans Board of Directors will be asked to approve fare structure changes related to the implementation of Clipper Next Generation. These changes will have substantial equitable benefits. A full description of the proposed fare structure is shown in **Attachment 4**.

**Pre-Clipper Next Generation Fare Structure –**

In addition to the consolidation of express and local fares, SamTrans will waive fares for San Mateo County public schools and selected charter schools for pre-arranged, school-sponsored field trips. There are over 100 public and charter schools located within the SamTrans fixed-route service area, and schools have historically inquired about free day passes for field trips. The new field trip pass policy will allow a free day pass for all students and staff participating in pre-arranged, school-sponsored field trips through the San Mateo County Office of Education. The waiver of fares for field trips is not included in this Fare Equity Analysis, as the free day passes will not be available for purchase or use by the general public.

**Post Clipper Next Generation Fare Structure**

As part of the launch of Clipper Next Generation, SamTrans will be required to reflect Clipper’s planned introduction of contactless on board payment using credit and debit cards, also known as Open Payment. Open Payment is not included in this Fare Equity Analysis given Clipper’s decision to offer this benefit.

Day Pass and Monthly Pass accumulators, also known as Fare Capping, will also be considered by the Board. Fare capping is an overall benefit as it allows riders to save on additional fares when travelling one way on Clipper. Because the accumulator will be configured administratively, there is no additional option for the rider. The price of fares will remain the same. Therefore, it is not included in this fare analysis.

Participation in the regional discount transfer program is being funded by the Metropolitan Transit Commission. Any Title VI analysis will be coordinated by Metropolitan Transit Commission after the pilot. An update will be provided to the Board upon completion of the pilot.

## ■ 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

SamTrans adopted its policies based on a number of factors, including existing policies, consultation with other transit agencies, and analysis of impacts of past service and fare change decisions. SamTrans published its policies for public review in January 2013 and conducted significant public outreach to solicit input. Following public engagement, SamTrans revised the policy proposals, and the Board of Directors adopted the revised policies at the March 13, 2013 Board meeting. The adopted policies follow and are included in **Attachment 5**.

### **MAJOR SERVICE CHANGE POLICY**

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. 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.

### **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.*

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 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, demonstrate that a legitimate business purpose cannot otherwise be accomplished, and that the proposed change is the least discriminatory alternative.

SamTrans Disparate Impact Threshold to determine if adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment are borne disproportionately by minority populations 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.*

In the course of performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact low-income populations as compared to non-low-income

populations. In the event the proposed action has a negative impact that affects low-income more than non-low-income with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income populations more than low-income populations with a disparity that exceeds the adopted Disproportionate Burden Threshold, SamTrans must then 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 low-income population, demonstrate that a legitimate business purpose cannot otherwise be accomplished, and that the proposed change is the least discriminatory alternative.

SamTrans's Disproportionate Burden Threshold to determine if adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is borne disproportionately by low-income populations 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.



## **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 SamTrans's Major Service Change, Disparate Impact, and Disproportionate Burden policies. Comments were also made through the mail, telephone, and the dedicated email address of [TitleVI@samtrans.com](mailto: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 Administrative 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: [www.samtrans.com/riders-info/title-vi](http://www.samtrans.com/riders-info/title-vi)

## ■ EQUITY EVALUATION OF PROPOSED CHANGES

In accordance with 49 CFR Section 21.5 (b) (2), 49 CFR Section 21.5 (b) (7) and Appendix C to 49 CFR part 21, grantees must evaluate all non-exempt fare changes to determine whether those changes have a discriminatory impact on minority or low-income populations.

In performing this analysis, District staff concluded that eliminating the Express Fare Category, by way of consolidating Local and Express fares for a single price, **would not have a disparate impact on minority riders, nor impose a disproportionate burden on low-income riders based on the SamTrans policies.**

### FARE EQUITY METHODOLOGY OVERVIEW

Based on FTA Circular 4702.1B, for proposed fare changes by payment type or fare media, SamTrans should analyze any available information generated from ridership surveys that indicate whether minority and/or low-income riders are more likely to use the payment types subject to the proposed change. If the difference in the percentage change experienced between minority riders and non-minority riders is greater than 20%, the fare change would have a disparate impact on minority populations according to SamTrans's Disparate Impact Policy. Further, if the difference in percentage change experienced between low-income riders and non-low-income riders is greater than 20%, the fare change would impose a disproportionate burden on low-income populations according to SamTrans's Disproportionate Burden Policy. A difference of less than 0% (any negative percentage) would indicate that the fare change would benefit minority or low-income populations.

The analysis and methodology for this study relies on ridership data from SamTrans's GFI Genfare (GFI) fareboxes for the 2022 calendar year, and demographic data from the US Census Bureau (2017-2021 American Community Survey (ACS) 5-Year Estimates) via the transit planning software, Remix.

Although the SamTrans 2021 Triennial Survey of riders is a comprehensive data set that is ideal for this analysis, it was not used due to an insufficient sample size of Express Fare Types that could not yield meaningful analysis results. The Triennial Survey showed only six respondents using Express Fare products.

The general methodology developed to analyze the impact of the proposed fare change on minority populations compared to non-minority populations, and low-income populations compared to non-low-income populations, included the following steps:

1. Determine data sources.

2. Calculate the absolute fare change and percentage change affected by the proposed elimination of the Express Fare Category and products.
3. Determine minority status:
  - Demographic data from US Census Bureau, 2017-2021 ACS 5-Year Estimates: Using Remix, minority status is coded by subtracting the white, non-Hispanic population from the total population.
4. Determine low-income status:
  - Demographic data from US Census Bureau, 2017-2021 ACS 5-Year Estimates: The threshold for low-income status is approximated as those with an annual household income at or below 200 percent of the U.S. Department of Health and Human Services (HHS) Poverty Guidelines for 2023 (approximately \$30,000 for a household of one).
5. Calculate the total riders of each fare type for the group categories of Minority, Non-Minority, Low-Income and Non-Low-Income, using 2022 GFI farebox ridership and US Census demographic data from Remix.
6. Calculate the Average Fare Change for each fare type for the groups of Minority, Non-Minority, Low-Income, and Non-Low-Income.
7. Using the percent Average Fare Change for each group, calculate the difference between the Minority and Non-Minority groups and the difference between the Low-Income and Non-Low-Income groups to determine if the proposed fare changes will have a disparate impact or disproportionate burden on minority or low-income populations, respectively, based on SamTrans' associated policies.

## POTENTIAL ADVERSE EFFECTS

Adverse effects associated with a fare change relate to the cost increase of a transit trip, fare, or fare media. The elimination of the Express Fare Category, through consolidation of Express fares and Local fares into a single price, would create an overall benefit to all riders of Express routes, without impact to riders of Local routes. All existing Express route riders will pay a reduced fare compared to the current cost of Express fares. Accordingly, this analysis does not anticipate any potential adverse effects to existing or potential riders of Route FCX, SamTrans' only current Express route.

## DATA USE AND ANALYSIS

To examine the effects of the new proposed fares, the following data were used:

- GFI farebox ridership data was taken for the entire 2022 calendar year. This dataset breaks down all ridership by fare types, fare categories, and route. In the analysis for elimination of the Express Fare Category, Route FCX ridership was used because it currently is the only Express route in the SamTrans network. **Attachment 6** shows the GFI ridership fare structure definition of all farebox codes.
- Demographic data from the U.S. Census Bureau, 2017-2021 American Community Survey (ACS) 5-Year Estimates, accessed from the transit planning software, Remix, provided the closest estimates for the minority status and low-income status of riders on Route FCX. This dataset was used in the analysis of the elimination of the Express Fare Category in lieu of actual ridership surveys from the SamTrans 2021 Triennial Survey.

### Data Assumptions:

- Since the fare changes considered in this analysis involve elimination of all Express fare products, the proposed fares used for analysis are taken from the closest replacement product's unit cost. The replacement products for the current Express fare types are the associated Local fare types. For example, the Adult Express One-Way Clipper fare (\$4.00) will become the Adult Local One-Way Clipper fare (\$2.05).
- Low-income status was defined as at or below 200 percent of the U.S. Department of Health and Human Services (HHS) Poverty Guidelines for 2023. Using the HHS Poverty Guidelines of \$14,580 for a household of one in 2023, those with an annual household income at or less than \$29,160 a year (rounded to \$30,000 for the analysis) were defined as low-income.
- With insufficient ridership surveys for the Express fare products, minority and low-income statuses of Route FCX riders were estimated using Remix by taking the percentage breakdown of minority and low-income populations. Ridership survey numbers by population group and fare category were estimated using the Remix group breakdown percentage and farebox ridership, paired with a sample survey number of 150. According to principles of transportation planning, a 5-minute walk (equivalent to a quarter of a mile) is the typical distance that people are willing to walk to use a bus stop. A quarter-mile buffer placed around a bus stop using Census block demographics would capture nearly all potential riders for the bus stop. Using Remix, the percentages of all minority and low-income populations within a quarter-mile radius of all Route FCX bus stops were taken and applied to Route FCX ridership to obtain an equivalent ratio

breakdown of the minority and low-income statuses of riders. This ratio assumes that the minority and low-income status of the potential population using the bus stops applies equally to passengers of Route FCX.

## **ANALYSIS METHODOLOGY**

This equity analysis uses an Average Fare Analysis, as defined below, to assess the effects of the fare changes on minority and low-income populations. The proposed changes would affect users of all Express fare products.

The Average Fare Analysis methodology assesses: 1) whether the protected groups of minority and low-income riders are disproportionately more likely to use the affected fare types; 2) whether the proposed fare changes would lead to an overall adverse impact on the protected groups; and 3) how effects of the proposed fare changes would be distributed amongst minority, non-minority, low-income, and non-low-income users.

In accordance with SamTrans's Disparate Impact Policy and Disproportionate Burden Policy, effects will be considered adverse if the difference between the affected fare types' protected ridership share and non-protected ridership share is greater than 20%.

## **AVERAGE FARE ANALYSIS**

The Average Fare Analysis is the comparative tool used to determine the impact to minority and low-income riders by analyzing specific ridership and fare payment changes along with the impacts associated with changes in each fare category. The model compares "unit fares" among all of the fare types.

The analysis provides a disaggregation of minority status and income status within each fare category and fare type proposed to be changed. The Average Fare Analysis also provides the percentage change between the existing and proposed fare structures by fare type, for riders' minority and low-income status, to assess whether the proposed fare change will fall within the appropriate thresholds.

The first step in conducting the Average Fare Analysis is to determine the percent usage for each affected fare type by rider group. The percent usage of all rider groups of the Express Fare products were calculated by using a combination of 2022 GFI Ridership and Remix according to the data assumptions above. **Table 5** shows the estimated ridership and percent usage of each affected fare by rider group.

**Table 5. Ridership and Percent Usage of Fare Products**

Category	Fare Category	Fare Type	Payment Option	Total Minority	% Minority	Non-Minority	% Non-Minority	Low-Income	% Low Income	Non-Low-Income	% Non-Low-Income	Total 2022 GFI Ridership
Adult	Express	One-Way	Cash, Mobile	1,125	88.5%	523	75.8%	1,321	87.2%	327	73.1%	1,649
			Clipper	39	3.1%	65	9.5%	78	5.2%	26	5.8%	104
		Monthly Pass	Clipper	13	1.0%	0	0.0%	13	0.9%	0	0.0%	2
Youth	Express	One-Way	Cash, Mobile	26	2.1%	13	1.9%	0	0.0%	39	8.8%	45
			Clipper	0	0.0%	0	0.0%	0	0.0%	0	0.0%	3
Eligible Discount	Express	One-Way	Cash, Mobile	52	4.1%	39	5.7%	52	3.5%	39	8.8%	97
			Clipper	13	1.0%	52	7.6%	52	3.5%	13	2.9%	62
				<b>1,271</b>	<b>100.0%</b>	<b>691</b>	<b>100.0%</b>	<b>1,515</b>	<b>100.0%</b>	<b>447</b>	<b>100.0%</b>	<b>1,962</b>
				<b>64.80%</b>		<b>35.20%</b>		<b>77.20%</b>		<b>22.80%</b>		

The second step is to determine the average fare change between the protected and non-protected groups. The estimated riders of each fare product’s usage group are multiplied by the absolute fare change of each product to obtain the total fare change. The total fare change is then divided by the total estimated ridership by group to obtain the average fare change by group. **Table 6** shows a matrix of the absolute fare change by fare product, leading to the calculation of average fare change by rider group.

**Table 6. Calculation of Fare Changes by Fare Product and Rider Group**

Category	Fare Category	Fare Type	Payment Option	Fare Information						Average Fare Change			
				Existing	Unit Existing	FY24 Proposed*	Unit Proposed	Absolute Fare Change	Percent Change	Minority	Non-Minority	Low-Income	Non-Low-Income
Adult	Express	One-Way	Cash, Mobile	\$4.50	\$4.50	\$2.25	\$2.25	-\$2.25	-50%	-\$2,530.23	-\$1,177.84	-\$2,973.09	-\$735.20
			Clipper	\$4.00	\$4.00	\$2.05	\$2.05	-\$1.95	-49%	-\$76.50	-\$127.60	-\$153.07	-\$50.97
		Monthly Pass	Clipper	\$130.00	\$4.33	\$65.60	\$2.18	-\$2.15	-50%	-\$28.16	\$0.00	-\$28.17	\$0.00
Youth	Express	One-Way	Cash, Mobile	\$2.25	\$2.25	\$1.10	\$1.10	-\$1.15	-51%	-\$30.08	-\$15.05	\$0.00	-\$45.09
			Clipper	\$2.00	\$2.00	\$1.00	\$1.00	-\$1.00	-50%	\$0.00	\$0.00	\$0.00	\$0.00
Eligible Discount	Express	One-Way	Cash, Mobile	\$2.25	\$2.25	\$1.10	\$1.10	-\$1.15	-51%	-\$60.15	-\$45.15	-\$60.18	-\$45.09
			Clipper	\$2.00	\$2.00	\$1.00	\$1.00	-\$1.00	-50%	-\$13.08	-\$52.35	-\$52.33	-\$13.07
									<b>Total Fare Change</b>	<b>-\$2,738.19</b>	<b>-\$1,417.99</b>	<b>-\$3,266.84</b>	<b>-\$889.43</b>
									<b>Average Fare Change</b>	<b>-\$2.15</b>	<b>-\$2.05</b>	<b>-\$2.16</b>	<b>-\$1.99</b>
									<b>Percent Change</b>	<b>-51.22%</b>	<b>-48.78%</b>	<b>-52.01%</b>	<b>-47.99%</b>
									<b>Difference</b>		<b>-2.43%</b>		<b>-4.02%</b>

*\*Removal of Express Category and associated fare products: proposed replacement products will be corresponding Local fare products*

The comparative percent change for each protected and unprotected rider group is calculated from the average fare change by group: Minority is compared to Non-Minority, and Low-Income is compared to Non-Low-Income.

Finally, the difference between the percent changes of each protected and unprotected rider group is calculated to determine whether the proposed fare changes would have a Disparate Impact or Disproportionate Burden on minority or low-income populations, respectively. Any percentage greater than twenty percent would yield a Disparate Impact or Disproportionate Burden, while a negative percentage would indicate a benefit to the rider group.

## FARE EQUITY ANALYSIS FINDINGS

The difference in impact for all protected groups is well below the twenty percent Disparate Impact and Disproportionate Burden thresholds and, therefore, there is no Disparate Impact or Disproportionate Burden. All rider groups are expected to experience a negative fare change, or a decrease in average fares. Furthermore, both minority and low-income riders are expected to disproportionately *benefit* from the fare change relative to non-minority and non-low-income riders.

**Tables 7 and 8** show in detail the difference of the proportional change of fare change impacts on minority versus non-minority populations, and on low-income versus non-low-income populations.

**Table 7. Comparison of Average Fare Change: Minority vs. Non-Minority**

	Minority	Non-Minority
Average Fare Change	-\$2.15	-\$2.05
Percent Change in Average Fare	-51.22%	-48.78%
Difference between Protected Class and Non-Protected Class	-2.43%	
Disparate Impact (20%)	No	

In the comparison of the minority and non-minority population, minorities will average a \$2.15 decrease in fares (51.22% less than current Express fares), while non-minorities will average a \$2.05 decrease in average fares (48.78% less than current Express fares). The difference between the fare changes among the two population groups is -2.43%, demonstrating no disparate impact on minority populations from the proposed fare changes. Rather, the negative percentage change indicates that the protected minority group will benefit *more* from the proposed changes than non-minority riders.

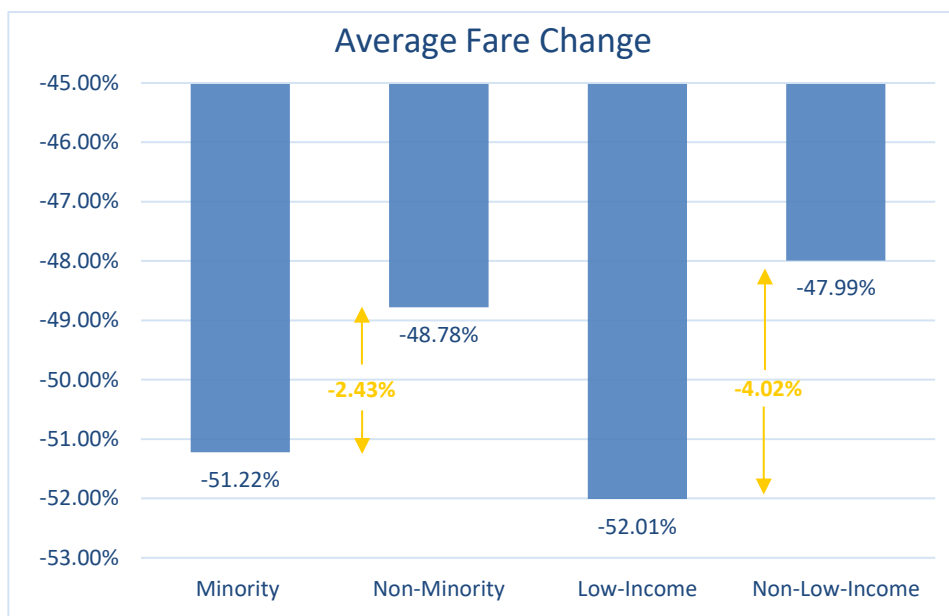
**Table 8. Comparison of Average Fare Change: Low-Income vs. Non-Low-Income**

	Low-Income	Non-Low-Income
Average Fare Change	-\$2.16	-\$1.99
Percent Change in Average Fare	-52.01%	-47.99%
Difference between Protected Class and Non-Protected Class	-4.02%	
Disparate Impact (20%)	No	

In the comparison of the low-income and non-low-income populations, low-income riders will average a \$2.16 decrease in fares (52.01% less than current Express fares), while non-low-income riders will average a \$1.99 decrease in average fares (47.99% less than current Express fares). The difference between the fare changes among the two population groups is -4.02%,

demonstrating no disproportionate burden on low-income populations from the proposed fare changes. Similar to the comparison of minority status rider groups, the negative percentage change indicates that the protected low-income group will benefit *more* from the proposed changes than non-low-income riders. **Figure 1** displays a summary of the effects of fare changes on all rider groups.

**Figure 1. Summary of Effects of Fare Changes on Riders**



A complete table of the Average Fare Change analysis is presented in **Attachment 7**.



## ■ PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

### **DISSEMINATION OF INFORMATION, INCLUDING TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS**

FTA Circular 4702.1B requires transit agencies to seek public input before Board approval for Major Service Changes or Fare Changes. SamTrans's public participation process offers early and continuous opportunities for the public, including minorities and people with low incomes, 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.

District staff began posting public notices in October 2023 regarding a virtual Public Meeting and Public Hearing held to receive public comments on the proposed fare changes. SamTrans's public notice was posted on SamTrans' website fare page ([www.samtrans.com/fares](http://www.samtrans.com/fares)), printed on take-ones on board buses, and published in five regional newspapers. Public notices ran in three English newspapers (The San Francisco Chronicle, San Mateo Daily Journal, The Mercury News), one Spanish newspaper (El Observador), and one Chinese newspaper (Sing Tao).

SamTran's 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. In addition to placement of translated notices, Take Ones on buses, social media, and website notices were translated into Spanish and Chinese. Individuals speaking languages other than Spanish and Chinese The SamTrans Customer Service Center offers foreign language translation service via Language Line.for customers who speak languages other than Spanish, Chinese, and English.

SamTrans provides interpretation in Spanish, Mandarin, Cantonese and Tagalog for Public Meetings and places recordings of public meetings on their website. Translation of presentations can also be found at <https://www.samtrans.com/fares/>. Individuals can request interpreters for Public Hearings 72 hours in advance.

### **PUBLIC OUTREACH**

On October 30, 2023, the SamTrans staff held a virtual public meeting to present the proposed fare changes. Three members of the public were in attendance, including one member of the Citizens Action Committee. Presentation of the proposed fare changes were also given at the Citizen Action Committee on October 25, 2023 and as an informational item

at the November Board meeting 2023.

An email inbox was created by staff to receive written comment. To date, no comments were received.

A Public Hearing is scheduled on December 6, 2023 before the SamTrans Board Meeting. Any additional comments will be added to this Title VI Analysis.

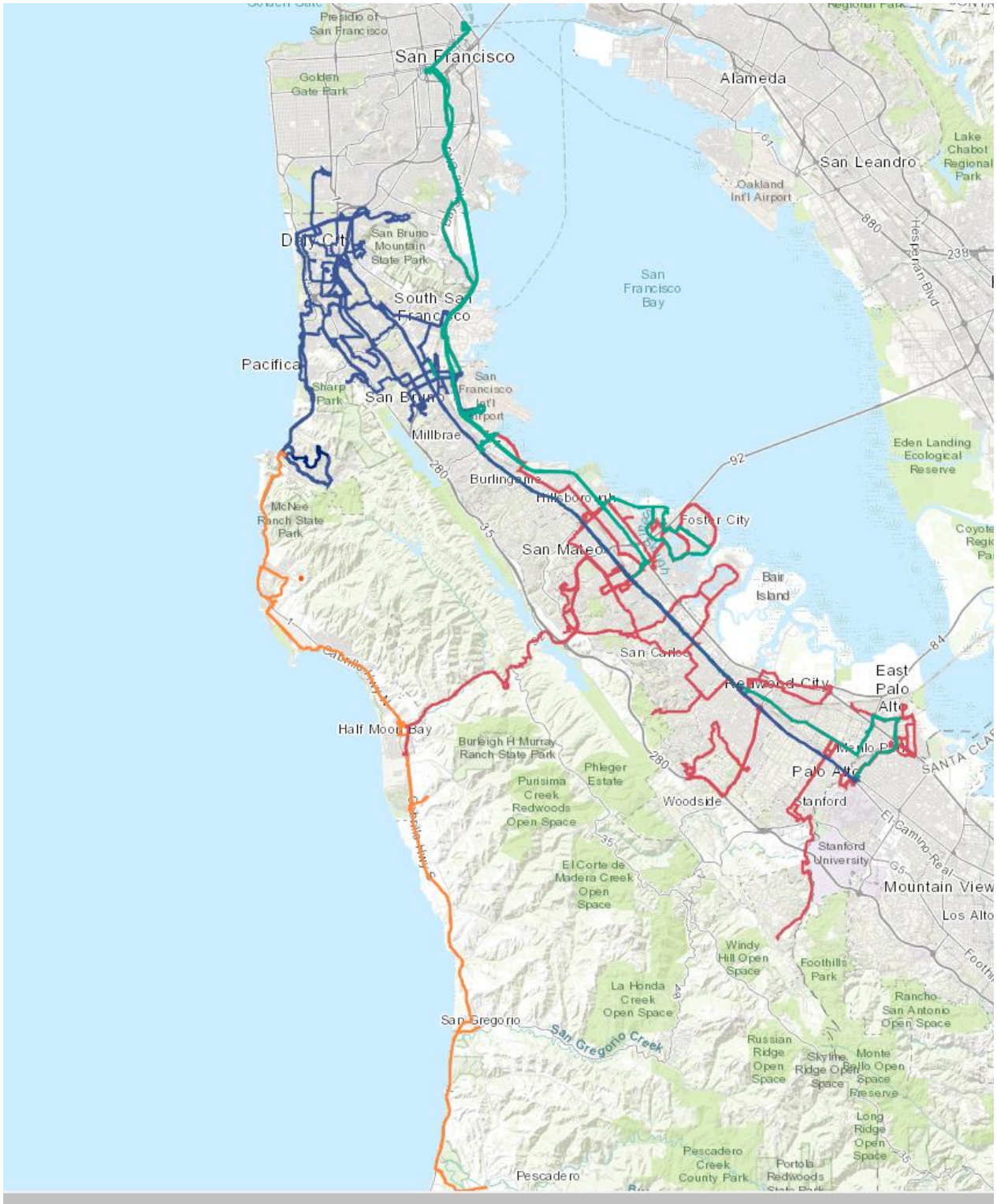
## **PUBLIC COMMENTS**

### **Summary of Comments**

As of November 22, 2023, comments received focus on the proposed discontinuation of the Summer Youth Pass. The comments were in support of the Summer Youth Pass. At the November 2023 Board Meeting, it was determined that the Summer Youth Pass would be removed from the proposed fare changes.

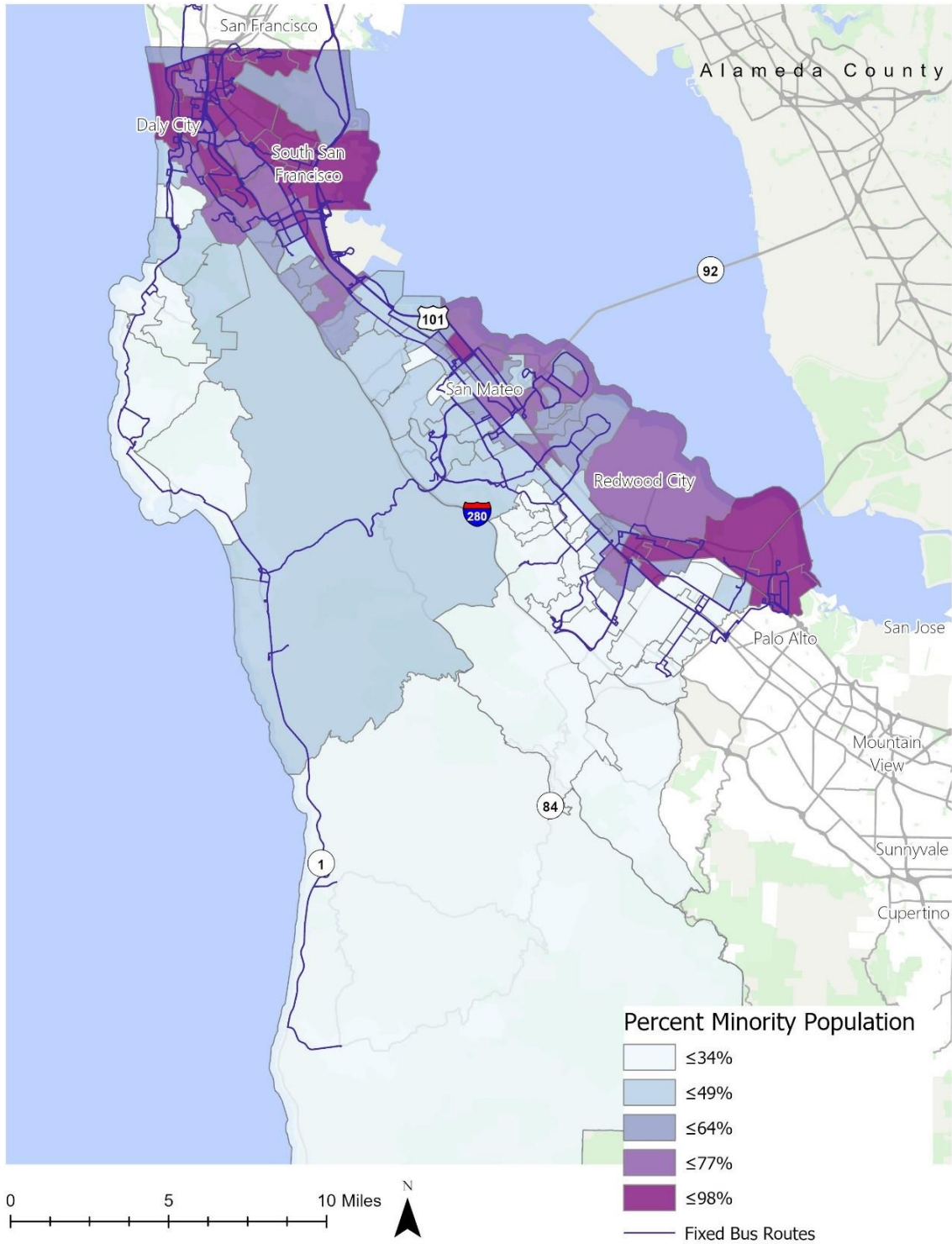
## **ATTACHMENT 1 – SAMTRANS SYSTEM MAP**

### SamTrans System Map

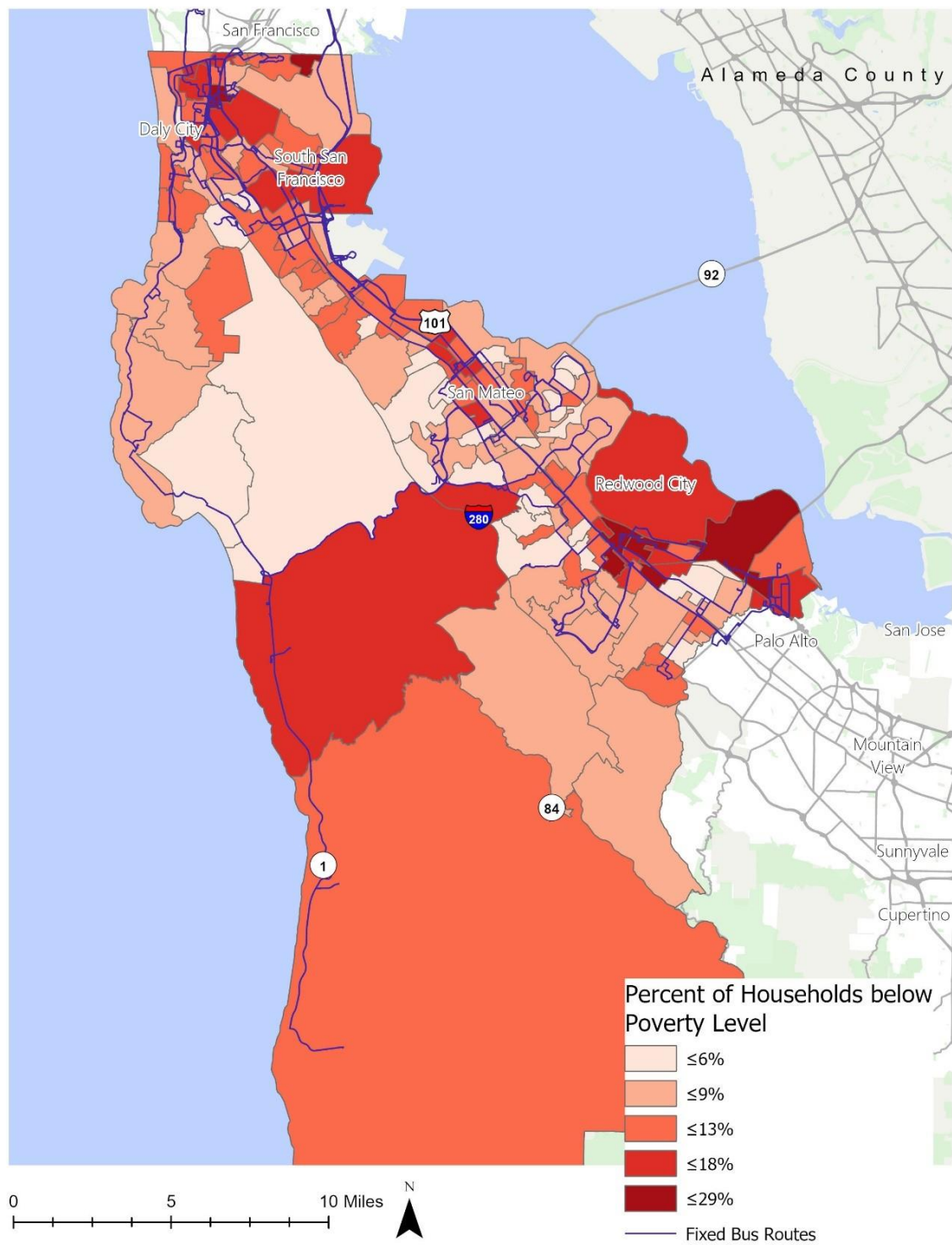


## **ATTACHMENT 2 – SERVICE AREA DEMOGRAPHICS: MINORITY AND LOW-INCOME POPULATIONS IN SAN MATEO COUNTY**

### Minority Populations by Census Tract



### Households below Poverty Level by Census Tract



## **ATTACHMENT 3 – CURRENT SAMTRANS FARE STRUCTURE 2023**



Adopted – May 26, 1976  
Revised – July 6, 2022  
Effective – June 7, 2023

**San Mateo County Transit District**  
**State of California**  
\* \* \*  
**Fare Structure**

**I. FARE PRICES**

**Fixed-route Service**

Product	Payment Options	Category	Current
Local One-way (2-hour transfer on Clipper and Mobile app)	Cash, Mobile app, Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper	Adult	\$2.05
		Youth/Eligible Discount/ Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult/Youth/ Eligible Discount/ Adult Means-based	One free transfer
	Local Day Pass	Cash, Mobile app	Adult
Youth/Eligible Discount			\$2.00
Local Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Express One-way (2-hour transfer on Clipper and Mobile app)	Cash, Mobile app	Adult	\$4.50
		Youth/Eligible Discount	\$2.25
	Clipper	Adult	\$4.00
		Youth/Eligible Discount/ Adult Means-based	\$2.00
	Transfer upgrade from One-way Local (Mobile), Day Pass (Paper/Mobile), Ticket/Token	Adult	\$2.25
		Youth/Eligible Discount	\$1.00
	Transfer upgrade from Local Monthly Pass (Clipper), Summer Youth Pass, One-way Local transfer (Clipper)	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
	Transfers from Other Agencies (Clipper)^	Adult	\$1.95
		Youth/Eligible Discount/ Adult Means-based	\$1.00
Express Monthly Pass	Clipper	Adult	\$130.00
		Youth/Eligible Discount*	

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

\* Youth and Eligible Discount may purchase the Adult Express Monthly Pass by using an Adult Clipper card or may use a Youth or Eligible Discount Local Monthly Pass and pay an upgrade.

**Other Products**

Product	Payment Options	Category	Current
Local 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local One-way 10-Ticket Pack	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile app, www.samtrans.com, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)
Regional All-Agency Pass Pilot	To be determined through Regional Fare Coordination and Integration Study		

**Demand Response Services**

Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastside On-demand One-way (non-ADA)	Cash, Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local fixed-route	Adult/Youth/Eligible Discount	Local fixed-route Fare Structure applies

**Parking**

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

## II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

### A. Fare Types:

1. **Local One-way (with Transfers).** Available through Clipper<sup>®</sup>, the SamTrans mobile app, cash, Token or Ticket. Valid on Local service. Effective January 1, 2020, for customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local service for 120 minutes.
2. **Local Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local Monthly Pass.** Available through Clipper. Valid on Local service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app, www.samtrans.com or advance purchase at SamTrans Administrative Office. Valid on Local service from 12:01 a.m. on June 1 until 2:00 a.m. on September 1. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. **Local 31-Day Ticket.** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
6. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
7. **Express One-way.** Available through Clipper, SamTrans mobile app or cash. Customers using Clipper or SamTrans mobile app: includes free transfers for 120 minutes valid on Express and Local SamTrans services.
8. **Express Monthly Pass.** Available through Clipper only for Adult fare category. Youth and Eligible Discount fare categories may use a Local Day Pass, Local Monthly Pass, Local 31-Day Ticket or Summer Youth Pass for Express service with payment of an Express Service Upgrade. Youth and Eligible Discount also may choose to purchase an Express Monthly Pass on an Adult Clipper card.
9. **Express Service Upgrade.** To pay for the difference between Local and Express fares. For use with: (i) 120-minute Local service transfers (Clipper and SamTrans mobile

app); (ii) Tokens and Tickets; (iii) Local Day Passes; (iv) Local Monthly Passes; (v) Local 31-Day Ticket; (vi) Summer Youth Passes.

10. **Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
  - a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
  - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
  - c. Residential complexes: all residents age 5 years or older
  
11. **Regional All-Agency Pass Pilot.** Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

**B. Fare Categories:**

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
  
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
  
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
  
4. **Means-Based Fare Program.** SamTrans' participation in the Regional Means-Based Fare Program (Clipper START Program), administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com).

**C. Waived Fares.**

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit [www.samtrans.com/fares/fare-types](http://www.samtrans.com/fares/fare-types) for more info):

- a. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.

- b. Military Personnel. Active military personnel.
- c. Employees/Retirees. San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).
- d. Board of Directors and Citizens Advisory Committee Members. Board of Directors and Citizens Advisory Committee members.
- e. ADA Paratransit-eligible Passengers. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for "Ride Plus Microtransit Service under Section V.

### III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

#### A. ADA Paratransit: Redi-Wheels and RediCoast

1. Regular Redi-Wheels and RediCoast. For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. Lifeline Redi-Wheels and RediCoast. For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. Service Agency-sponsored Group Trips. For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care. Sponsor is billed by the District after the trip.

#### B. Non-ADA Paratransit: 5311 Coastside Demand Response

1. Regular and Lifeline 5311 Coastside Demand Response. For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.

2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi- Cal. Sponsor is billed by the District after the trip.

**IV. FARE PAYMENT**

- A. **Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. **Local One-way Token or Ticket.** Available to Adult and Youth as Tokens through June 30, 2020, and as Tickets effective July 1, 2020. Available to Eligible Discount as Tickets. Sold only in packages of 10. Each Token or Ticket is valid for one Local ride. Multiple Tokens or Tickets may be combined for Express service (but no Change is provided). Tokens will be accepted on SamTrans buses through June 30, 2021 (after which point only Tickets will be accepted).
- C. **Clipper®.** Use of Clipper requires customers to “tap” the card at the onboard validator on-board buses. The Clipper card is a transit fare payment card issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. **Mobile Ticketing Application Pilot Program.** Customers may purchase via the SamTrans Mobile App: (i) Local-and Express One-way; (ii) Local Day Pass; (iii) Express Upgrade; (iv) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (v) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA) and (vi) Summer Youth Pass. Credit and debit cards are accepted.
- E. **Inter-agency Transfers**  
Transfers from certain transit systems to SamTrans will receive one Local fare credit; available only on Clipper. Effective January 1, 2020, Upgrade will be charged for Express service.

AC Transit 31-day Ticket	Local Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local Fare Credit within two hours of tapping Clipper on home system

Santa Clara Valley  
Transportation Authority

Local Fare Credit within two hours of  
tapping Clipper on home system

- F. **Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.
- G. **Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.
- H. **Rules and Regulations.** All Passes, Tokens and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass, Token or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass, Token or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes, Tokens, and Tickets are not subject to refund or replacement.

The individual ride value of a Pass shall be valid for any route that has a fare for the specified ride value or less. The single-ride value of a Pass may be applied to the fare for any route with a higher individual ride value by paying the difference in cash, Tokens or Tickets. Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.

## V. **SERVICE CLASSIFICATIONS**

### A. **Local Service**

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

### B. **Express Service**

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

### C. **ADA and non-ADA Paratransit Service**

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.

The Redi-Wheels service area includes the bayside of San Mateo County, portions of the

City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.

The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.

Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.

2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

**D. Ride Plus microtransit Service**

SamTrans' microtransit service, known as Ride Plus, is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use Ride Plus may request a ride using a mobile app or by phone. Local fares apply. ADA-Paratransit-eligible passengers will be charged their eligible local route fare.

**VI. PARKING**

**A. Fees**

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via [www.samtrans.com](http://www.samtrans.com). The General Manager/CEO may authorize the sale of "reserved" parking permits for a fee of up to \$105.00 per month.

**B. Restrictions**

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.



## **ATTACHMENT 4 – PROPOSED SAMTRANS FARE STRUCTURE EFFECTIVE 2024**

Adopted – May 26, 1976  
 Last Revised July 6, 2022  
 Proposed for Revision December 6, 2023  
 Proposed to be Effective upon activation of Clipper® Next Generation

**San Mateo County Transit District  
 State of California  
 \* \* \***

**Fare Structure**

**I. FARE PRICES**

**Fixed-route Service**

Product	Payment Options	Category	Current
Local & Express One-way (2-hour transfer on Clipper, SamTrans Mobile app* and Open Payment)	Cash, SamTrans Mobile app*, Ticket	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper/Open Payment Clipper	Adult	\$2.05
		Youth/Eligible Discount/ Clipper START	\$1.00
	Transfers from Other Agencies (Clipper & Open Payment)^	Adult/Youth/ Eligible Discount/ Clipper START	One free transfer
Local & Express Day Pass	Cash, SamTrans Mobile app*	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
	Clipper Mobile app**	Adult	\$4.10
		Youth/Eligible Discount	\$2.00
Local & Express Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Day Pass Accumulator	Clipper/Open Payment	Adult	\$4.10
	Clipper	Youth/Eligible Discount/Clipper START	\$2.00
Monthly Pass Accumulator	Clipper/Open Payment	Adult	\$65.60
	Clipper	Youth/Eligible Discount/Clipper START	\$27.00

^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

\* The SamTrans Mobile app will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Pass will only be available on the Clipper mobile app

\*\* Clipper Mobile app is the only Clipper fare media that sells Local and Express Day Pass. The Clipper mobile Local and Express Day Pass is used as a flash pass and can be used for group travel

**Other Products**

Product	Payment Options	Category	Current
Local & Express 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local & Express One-way 10-Ticket	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile app, www.samtrans.com, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)

**Demand Response Services**

Product	Payment Options	Category	Current
Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastside On-demand One-way (non-ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local & Express fixed-route	Adult/Youth/Eligible Discount/Clipper START	Local & Express fixed-route Fare Structure applies

**Parking**

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

## II. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES

### A. Fare Types:

1. **Local and Express One-way (with Transfers).** Available through Clipper<sup>®</sup>, the SamTrans mobile app, cash or Ticket. Valid on Local and Express service. For customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local and Express service for 120 minutes.
2. **Local and Express Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local and Express service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local and Express Monthly Pass.** Available through Clipper. Valid on Local and Express service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app, [www.samtrans.com](http://www.samtrans.com) or advance purchase at SamTrans Administrative Office. Valid on Local service from 12:01 a.m. on June 1 until 2:00 a.m. on September 1. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. **Local and Express 31-Day Ticket.** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local and Express service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
6. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
7. **Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
  - a. Educational Institutions: all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)
  - b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
  - c. Residential complexes: all residents age 5 years or older
8. **Regional All-Agency Pass Pilot.** Available to passengers who are selected to participate

in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

**B. Fare Categories:**

1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
4. **Clipper START Program.** SamTrans' participation in the Regional Means-Based Fare Program, administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com).

**C. Waived Fares.**

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit [www.samtrans.com/fares/fare-types](http://www.samtrans.com/fares/fare-types) for more info):

1. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.
2. **Military Personnel.** Active military personnel.
3. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).
4. **Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members.
5. **ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for "Ride Plus Microtransit Service" under Section V.
6. **School Field Trips Passengers.** Passengers who are traveling from public schools located within the San Mateo County for the purpose of a school-sponsored field trip and whose field trip group has pre-arranged fare waivers with the San Mateo County Transit District.

### III. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastside Demand Response services require advanced reservations; service area restrictions apply.

#### A. ADA Paratransit: Redi-Wheels and RediCoast

1. **Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
2. **Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
3. **Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastside Adult Day Health Care. Sponsor is billed by the District after the trip.

#### B. Non-ADA Paratransit: 5311 Coastside Demand Response

1. **Regular and Lifeline 5311 Coastside Demand Response.** For passengers living in the 5311 Coastside Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
2. **Agency-sponsored Group Trips.** For passengers living in the 5311 Coastside Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Sponsor is billed by the District after the trip.

#### IV. FARE PAYMENT

- A. Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. Local and Express One-way Ticket.** Tickets are sold only in packages of 10. Ticket packages are available for Adult, Youth and Eligible Discount fare categories. Each Ticket is valid for one Local or Express ride.
- C. Clipper®.** Clipper is available via Clipper card and Clipper mobile app. Use of Clipper requires customers to “tap” the card or the mobile device at the validator on-board buses. The Clipper system is a transit fare payment platform issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card or Clipper mobile app. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. Mobile Ticketing Application Program.** Customers may purchase via the SamTrans Mobile App: (i) Local-and Express One-way; (ii) Local and Express Day Pass; (iii) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (iv) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA). Credit and debit cards are accepted. SamTrans mobile ticketing will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Passes will no longer be sold on the SamTrans Mobile App, and will only be available on the Clipper mobile application.
- E. Open Payment**  
Open payment allows accepted contactless debit and credit cards to be tapped at Clipper validators onboard SamTrans buses to pay for Local & Express One-Way fares, Day Pass Accumulators and Monthly Pass Accumulators. Open payment functionality is only applicable to the Adult fare category.

**F. Inter-agency Transfers**

Transfers from certain transit systems to SamTrans will receive one Local and Express One-Way fare credit; available only on Clipper.

AC Transit 31-day Ticket	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local and Express One-Way Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system
Santa Clara Valley Transportation Authority Monthly Pass	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system

**G. Free or Reduced Cost Transfers-Regional Transit Pilot Program**

The Free or Reduced Cost Transfers Regional Transit Pilot Program is part of the Regional Fare Coordination and Integration Study. It is managed by MTC and BART in close coordination with regional transit operators and SamTrans. The Pilot Program will provide a transfer discount up to the region's highest local transit fare to riders using Clipper (excluding pass products), or open payment, when transferring to SamTrans within two hours of the first boarding.

**H. Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.

**I. Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

**J. Rules and Regulations.** All Passes and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

Passes and Tickets are not subject to refund or replacement.

Fixed-route fare media are not valid on Paratransit service. District staff is empowered to add means of fare media distribution (e.g. website) without amendment of this document.



## V. SERVICE CLASSIFICATIONS

### A. **Local Service**

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

### B. **Express Service**

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

### C. **ADA and non-ADA Paratransit Service**

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.
  - a. The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.
  - b. The RediCoast service area includes Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside, San Francisco and Palo Alto.
  - c. Redi-Wheels and RediCoast customers are able to transfer to other paratransit providers in San Mateo County, San Francisco, Santa Clara County, and the East Bay at specified locations.
2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

### D. **Ride Plus Microtransit Service**

SamTrans' microtransit service, known as Ride Plus, is a demand-responsive service model offering flexible routing of transit vehicles to serve one or multiple trip requests within a defined service area. Passengers wishing to use Ride Plus may request a ride using a mobile app or by phone. Adult and Youth/Eligible Discount fares apply. Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, pay Eligible Discount fares.

**VI. PARKING**

**A. Fees**

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via [www.samtrans.com](http://www.samtrans.com). The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

**B. Restrictions**

The use of San Mateo County Transit District parking facilities shall be in accordance with District’s Vehicle Parking Regulations and other rules.

Adopted – May 26, 1976

Last Revised July 6, 2022

Proposed for Revision December 6, 2023

Proposed to be Effective upon activation of Clipper® Next Generation

**San Mateo County Transit District**

**State of California**

\* \* \*

**Fare Structure**

**VII. FARE PRICES**

**Fixed-route Service**

Product	Payment Options	Category	Current
Local & Express One-way (2-hour transfer on Clipper, SamTrans Mobile app* and Open Payment)	Cash, SamTrans Mobile app*, Ticket	Adult	\$2.25
		Youth/Eligible Discount	\$1.10
	Clipper/Open Payment Clipper	Adult	\$2.05
		Youth/Eligible Discount/ Clipper START	\$1.00
	Transfers from Other Agencies (Clipper & Open Payment)^	Adult/Youth/ Eligible Discount/ Clipper START	One free transfer
Local & Express Day Pass	Cash, SamTrans Mobile app*	Adult	\$4.50
		Youth/Eligible Discount	\$2.00
	Clipper Mobile app**	Adult	\$4.10
		Youth/Eligible Discount	\$2.00
Local & Express Monthly Pass	Clipper	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Day Pass Accumulator	Clipper/Open Payment	Adult	\$4.10
	Clipper	Youth/Eligible Discount/ Clipper START	\$2.00
Monthly Pass Accumulator	Clipper/Open Payment	Adult	\$65.60

	Clipper	Youth/Eligible Discount/Clipper START	\$27.00
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^ Accepted Inter-agency transfers on Clipper: Caltrain Monthly Pass (2 or more zones), VTA Monthly Pass, Dumbarton Express 31-day Pass and AC Transit 31-day Pass

\* The SamTrans Mobile app will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Pass will only be available on the Clipper mobile app

\*\* Clipper Mobile app is the only Clipper fare media that sells Local and Express Day Pass. The Clipper mobile Local and Express Day Pass is used as a flash pass and can be used for group travel

**Other Products**

Product	Payment Options	Category	Current
Local & Express 31-Day Ticket	Pursuant to agreement with SamTrans Administrative Office	Adult	\$65.60
		Youth/Eligible Discount	\$27.00
Local & Express One-way 10-Ticket	SamTrans Sales Outlets, SamTrans Administrative Office	Adult	\$22.50
		Youth/Eligible Discount	\$11.00
Youth Unlimited Pass	Pursuant to agreement with SamTrans Administrative Office	Socio-Economically Disadvantaged Youth	Free
Summer Youth Pass	Mobile app, www.samtrans.com, SamTrans Administrative Office	Youth	\$40.00
Way2Go Pass	Pursuant to agreement with SamTrans Administrative Office	Educational Institution	\$35 per semester / \$70 per year (\$2,500 annual minimum)
		Employer	\$75 per year (\$2,500 annual minimum)
		Residential Complex	\$40 per year (\$2,500 annual minimum)

**Demand Response Services**

Product	Payment Options	Category	Current
Paratransit Redi-Wheels/RediCoast One-way (ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	10-Ticket Sheet available at SamTrans Administrative Office	Regular	\$42.50
		Lifeline	\$17.50
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$5.00 per rider
		Lifeline	\$2.25 per rider
Paratransit 5311 Coastside On-demand One-way (non-ADA)	Cash, SamTrans Mobile app	Regular	\$4.25
		Lifeline	\$1.75
	Agency-sponsored Group Trips through SamTrans Administrative Office	Regular	\$4.50 per rider
		Lifeline	\$1.75 per rider
Microtransit	Same as Local & Express fixed-route	Adult/Youth/ Eligible Discount/ Clipper START	Local & Express fixed-route Fare Structure applies

**Parking**

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	www.samtrans.com, SamTrans Administrative Office	\$63.00

## **VIII. FIXED-ROUTE SERVICE FARE TYPES & CATEGORIES**

### **A. Fare Types:**

1. **Local and Express One-way (with Transfers).** Available through Clipper<sup>®</sup>, the SamTrans mobile app, cash or Ticket. Valid on Local and Express service. For customers using Clipper or SamTrans mobile app: includes free transfers on SamTrans Local and Express service for 120 minutes.
2. **Local and Express Day Pass.** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues through the farebox. Valid on Local and Express service from the time of activation at the farebox until 2:00 a.m. the next day.
3. **Local and Express Monthly Pass.** Available through Clipper. Valid on Local and Express service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.
4. **Summer Youth Pass.** Available through the SamTrans mobile app, [www.samtrans.com](http://www.samtrans.com) or advance purchase at SamTrans Administrative Office. Valid on Local service from 12:01 a.m. on June 1 until 2:00 a.m. on September 1. Effective January 1, 2020, Youth will pay upgrade when riding Express service.
5. **Local and Express 31-Day Ticket.** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local and Express service from the time of activation at the farebox until 2 a.m. on the 32nd day after activation.
6. **Youth Unlimited Pass.** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans administrative offices to participating school districts and schools.
7. **Way2Go Pass.** Unlimited-ride pass available to educational institutions, employers, and residential complexes (“Organizations”) for use on all SamTrans service within the calendar year or semester issued. Organizations must purchase for all eligible participants, defined as:
  - a. **Educational Institutions:** all full-time students, or other eligible sub-groups subject to SamTrans approval (e.g., designated low-income student groups)

- b. Employers: all full-time employees, or other eligible sub-groups subject to SamTrans approval (e.g., employees who live in San Mateo County)
- c. Residential complexes: all residents age 5 years or older

**8. Regional All-Agency Pass Pilot.** Available to passengers who are selected to participate in Regional Fare Coordination and Integration Study administered by the Bay Area Fare Integration Task Force, managed by the Metropolitan Transportation Commission and Bay Area Rapid Transit.

**B. Fare Categories:**

- 1. **Adult.** Applies to passengers aged nineteen (19) through sixty-four (64).
- 2. **Eligible Discount.** Available to passengers aged sixty-five (65) or older, or who possess a Regional Transit Connection (RTC) Discount Card, a Medicare Card, a current Disabled Person Placard Identification Card issued by the Department of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card. Passengers carrying an RTC Discount Card marked with an attendant symbol may have a personal care attendant travel with them at the Eligible Discount fare.
- 3. **Youth.** Available to passengers who are eighteen (18) years old or younger. Up to two children aged four (4) years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth fare.
- 4. **Clipper START Program.** SamTrans' participation in the Regional Means-Based Fare Program, administered by the Metropolitan Transportation Commission, provides discounted SamTrans fares for eligible participants who meet income thresholds as defined by MTC. For information on program details, eligibility criteria, or to apply, visit [www.clipperstartcard.com](http://www.clipperstartcard.com).

**C. Waived Fares.**

Local and Express Bus fares are waived for the following categories of passengers with proper identification or fare media (Visit [www.samtrans.com/fares/fare-types](http://www.samtrans.com/fares/fare-types) for more info):

- 7. **Peace Officers.** Uniformed and non-uniformed, sworn and non-sworn peace officers.
- 8. **Military Personnel.** Active military personnel.
- 9. **Employees/Retirees.** San Mateo County Transit District employees, qualified retirees, spouses, domestic partners and dependent children under the age of eighteen (18).

- 10. Board of Directors and Citizens Advisory Committee Members.** Board of Directors and Citizens Advisory Committee members.
- 11. ADA Paratransit-eligible Passengers.** Passengers certified for Redi-Wheels and RediCoast (ADA) paratransit, and their personal care attendants, except as specified for “Ride Plus Microtransit Service” under Section V.
- 12. School Field Trips Passengers.** Passengers who are traveling from public schools located within the San Mateo County for the purpose of a school-sponsored field trip and whose field trip group has pre-arranged fare waivers with the San Mateo County Transit District.

**IX. ADA AND NON-ADA PARATRANSIT FARE TYPES & CATEGORIES**

ADA Paratransit Redi-Wheels and RediCoast, and non-ADA Paratransit 5311 Coastsides Demand Response services require advanced reservations; service area restrictions apply.

**A. ADA Paratransit: Redi-Wheels and RediCoast**

- 1. Regular Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, and (ii) possess a valid Redi-Wheels or RediCoast card. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office and via mail/fax.
- 2. Lifeline Redi-Wheels and RediCoast.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Available through the SamTrans mobile app, cash or ticket. Tickets are sold in sheets with 10 rides at SamTrans Administrative Office or via mail/fax.
- 3. Service Agency-sponsored Group Trips.** For passengers with disabilities who (i) are certified by the District as eligible for paratransit under the ADA, (ii) possess a valid Redi-Wheels or RediCoast card, and (iii) are participating in group trips sponsored by eligible agencies. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance, or Medi-Cal. Eligible agencies are: Poplar Recare, Rosener House, San Carlos Adult Day Care, Senior Focus, Senior Day Care, South San Francisco Adult Day Care and Coastsides Adult Day Health Care. Sponsor is billed by the District after the trip.

**B. Non-ADA Paratransit: 5311 Coastsides Demand Response**

- 1. Regular and Lifeline 5311 Coastsides Demand Response.** For passengers living in the 5311 Coastsides Service Area. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or Medi-Cal. Pay with cash or the SamTrans mobile app.
- 2. Agency-sponsored Group Trips.** For passengers living in the 5311 Coastsides Service Area who are participating in group trips sponsored by Senior Coastsiders. Lifeline fares apply to such passengers who also receive Supplemental Security Income, San Mateo County General Assistance or



Medi- Cal. Sponsor is billed by the District after the trip.

**X. FARE PAYMENT**

- A. Cash Payment.** Cash payments are made by feeding bills or coins into the farebox. Bills up to \$20 (twenty dollars) and coins of one cent, five cents, 10 cents and 25 cents are accepted. No change is provided in case of overpayment.
- B. Local and Express One-way Ticket.** Tickets are sold only in packages of 10. Ticket packages are available for Adult, Youth and Eligible Discount fare categories. Each Ticket is valid for one Local or Express ride.
- C. Clipper®.** Clipper is available via Clipper card and Clipper mobile app. Use of Clipper requires customers to “tap” the card or the mobile device at the validator on-board buses. The Clipper system is a transit fare payment platform issued and administered by the Metropolitan Transportation Commission (MTC) that is valid for use on all major public transit services throughout the San Francisco Bay Area. There may be fees associated with the use of a Clipper card or Clipper mobile app. Such fees, if any, will be set by the MTC. Clipper customers will have an approximate 10 percent discount over One-way cash fares.
- D. Mobile Ticketing Application Program.** Customers may purchase via the SamTrans Mobile App: (i) Local and Express One-way; (ii) Local and Express Day Pass; (iii) Paratransit Redi-Wheels/RediCoast One-way (ADA); and (iv) Paratransit 5311 Coastside Demand Responsive One-way (non-ADA). Credit and debit cards are accepted. SamTrans mobile ticketing will run in conjunction with the Clipper mobile application for approximately 6 months, after which Local and Express One-way and Local and Express Day Passes will no longer be sold on the SamTrans Mobile App, and will only be available on the Clipper mobile application.
- E. Open Payment**  
Open payment allows accepted contactless debit and credit cards to be tapped at Clipper validators onboard SamTrans buses to pay for Local & Express One-Way fares, Day Pass Accumulators and Monthly Pass Accumulators. Open payment functionality is only applicable to the Adult fare category.

**F. Inter-agency Transfers**

Transfers from certain transit systems to SamTrans will receive one Local and Express One-Way fare credit; available only on Clipper.

AC Transit 31-day Ticket	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system
Caltrain Monthly Pass, two or more zones	Local and Express One-Way Fare Credit
DB (Dumbarton Express) 31-day Ticket	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system
Santa Clara Valley Transportation Authority Monthly Pass	Local and Express One-Way Fare Credit within two hours of tapping Clipper on home system

**G. Free or Reduced Cost Transfers-Regional Transit Pilot Program**

The Free or Reduced Cost Transfers Regional Transit Pilot Program is part of the Regional Fare Coordination and Integration Study. It is managed by MTC and BART in close coordination with regional transit operators and SamTrans. The Pilot Program will provide a transfer discount up to the region’s highest local transit fare to riders using Clipper (excluding pass products), or open payment, when transferring to SamTrans within two hours of the first boarding.

**H. Institutional Agreements.** The General Manager/CEO may enter into agreements with public and private institutions (including other public transit agencies) through which SamTrans is reimbursed for bus trips taken by defined groups of riders, provided the reimbursement rate is an existing price in the SamTrans Fare Structure.

**I. Special Promotional Fares.** From time to time, the General Manager/CEO may authorize the establishment of special and promotional fares.

**J. Rules and Regulations.** All Passes and Tickets are subject to District regulations as may be adopted from time to time. Misuse of a Pass or Ticket or violation of the laws governing behavior on transit vehicles makes such Pass or Ticket subject to revocation. Passes must be kept in the possession of the rider at all times. Assigned Passes may not be transferred to another individual.

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## XI. SERVICE CLASSIFICATIONS

### A. **Local Service**

Transit routes of an intra-community or inter-community nature that operate primarily on local and arterial streets are classified as Local service. Local routes provide service at each established bus stop.

### B. **Express Service**

Express service includes specialized routes of an inter-community nature that operate a significant portion of the route length along freeways without intermediate stops.

### C. **ADA and non-ADA Paratransit Service**

1. **ADA Paratransit.** Service known as Redi-Wheels and RediCoast operates for certified passengers with disabilities traveling in the San Mateo County Transit District service area. Advance reservations are required, and certain qualifying and service area restrictions apply.
  - a. The Redi-Wheels service area includes the bayside of San Mateo County, portions of the City of Palo Alto north of Embarcadero Road, and the City of San Francisco in the Stonestown area and the Bayshore Corridor.
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2. **Non-ADA Paratransit.** Service known as 5311 Coastside Demand Responsive service is available to customers living in Montara, Moss Beach, El Granada, Princeton, Half Moon Bay, San Gregorio, La Honda, and Pescadero, with limited service to the bayside of San Mateo County, portions of San Francisco and Palo Alto. Advance reservations are required, and certain qualifying and service area restrictions apply.

**D. Ride Plus Microtransit Service**

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## XII. PARKING

### A. Fees

Parking is provided for a fee at the Colma Park and Ride lot on a per-day or monthly basis. Daily parking fees are payable at the parking payment machine. Monthly parking passes can be purchased at the SamTrans Administrative Offices or via [www.samtrans.com](http://www.samtrans.com). The General Manager/CEO may authorize the sale of “reserved” parking permits for a fee of up to \$105.00 per month.

### B. Restrictions

The use of San Mateo County Transit District parking facilities shall be in accordance with District's Vehicle Parking Regulations and other rules.

**ATTACHMENT 5 –  
SAMTRANS 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 13<sup>th</sup> 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:

Shantel 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

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 6 – GENFARE GFI FAREBOX RIDERSHIP FARE STRUCTURE DEFINITIONS**

**MONTHLY ROUTE SUMMARY REPORT**  
**NOVEMBER 2022**  
**SAMTRANS**

**Ridership Fare Structure Definition**

**Ridership is defined as the sum of the following items:**

Key 1	Key 1 - Express Adult	Key 2	Key 2 - Express Youth / ED	Key 3	Key 3 - Adult Exp DP Upgrade	Key 6	Key 6 - Youth/ED Exp DP Upgrade
Key 7	Key 7 - Adult Exp MP Upgrade	Key 8	Key 8 - Youth/ED Exp MP Upgrade	Key 9	Key 9 - FREE FARE	Key A	Key A - Issue A Daypass
Key B	Key B - Issue Y Daypass	Key D	Key D - Issue ED Daypass	TTP 1	Adult Day Pass	TTP 2	ED Day Pass
TTP 3	Youth Day Pass	TTP 4	1-Ride Adult	TTP 5	1-Year Pass	TTP 6	31-Day Pass
TTP 7	Youth Monthly Pass	TTP 8	Summer Youth Pass	TTP 9	1-Ride Complimentary	TTP 10	1-Ride Youth
TTP 11	1-Ride Local	TTP 12	SMCCD Free Pass	TTP 13	ED 31 Day Pass	TTP 14	YOUTH 31 DAY
TTP 15	LA1 Adult Fare	TTP 16	LA2 Youth Fare	TTP 17	LA3 Discount Fare	TTP 18	LA4 Count Clipper Tally
TTP 19	RA1 Rediwheels ATTENDANT	TTP 20	RA2 Rediwheels Pass Tally 4/12	TTP 21	RA3 Count Mobile Ticket	TTP 22	RA4 Short Fare / No Fare Tally
TTP 23	Adult Monthly Pass	TTP 24	ED Monthly Pass	TTP 25	Express Monthly Pass	TTP 26	SF Monthly Pass
TTP 27	Rediwheels	TTP 28	WAY2GO	TTP 29	Adult 31 day	TTP 30	Youth unlimited
TTP 32	Generic Pass Market R&D - CAC	TTP 33	Adult Day Pass - Rolling Start	TTP 34	Youth Day Pass - Rolling Start	TTP 35	ED Day Pass - Rolling Start
TTP 36	ED eTOKEN	TTP 39	Youth Token \$1.10 Value	TTP 40	Adult Token \$2.25 Value	Preset	Preset

**The following items are excluded from the ridership calculation:**

Key 4	Key 4 - Survey Count	Key 5	Key 5 - REAS MOD	Key *	Key *	Key C	Key C - Issue Change Card
TTP 31	LIFT USE	TTP 37	*9 ISSUE REFUND TICKET	TTP 38	*4 READ CARD	TTP 41	Tickets
TTP 42	*5 Change Fareset	TTP 43	\$2 Bill Override	TTP 44	\$5 Bill Override	TTP 45	\$1 Bill Override
TTP 46	Ticket Override	TTP 47	Proc Fare	TTP 48	Change Card		

**Search Criteria:**

Location: 1, 2, 3, 4

## **ATTACHMENT 7 – AVERAGE FARE CHANGE ANALYSIS TABLE**

## Summary of Average Fare Change Analysis

		FY24 Current		FY24 (Eff. 1/1/2024) Express Category Eliminated		Survey Usage by Group (Approximate)										Usage by Group - 2022 GFI Annual Ridership										Average Fare Change					Cumulative Annual Current Fare				Cumulative Annual Proposed Fare																								
Category	Fare Category	Fare Type	Payment Option	Cost			FY24 Change					Survey Usage by Group (Approximate)					Usage by Group - 2022 GFI Annual Ridership					Average Fare Change					Cumulative Annual Current Fare				Cumulative Annual Proposed Fare																												
				Existing	Unit Existing	FY24 Proposed*	Unit Proposed	Absolute	Percent	Minority	Non-Minority	Low-Income	Non-Low-Income	Overall	Minority %	Minority Number	Non-Minority %	Non-Minority Number	Low-Income %	Low-Income Number	Non-Low-Income %	Non-Low-Income Number	Overall %	Total 2022 GFI Ridership	Minority	Non-Minority	Low-Income	Non-Low-Income	Total	Minority	Non-Minority	Low-Income	Non-Low-Income	Minority	Non-Minority	Low-Income	Non-Low-Income																						
Adult	Express	One-Way	Cash, Mobile	\$4.00	\$4.00	\$2.25	\$2.25	-\$2.25	-50%	86	40	101	25	126	88.48%	1,125	75,76%	523	87.22%	1,321	73.10%	327	84.05%	1,649	-\$2,530.23	-\$1,177.84	-\$2,973.09	-\$735.20	-\$3,710.25	\$5,060.46	\$2,355.68	\$5,946.18	\$1,470.39	\$2,530.23	\$1,177.84	\$2,973.09	\$735.20																						
			Clipper	\$4.00	\$4.00	\$2.05	\$2.05	-\$1.95	-49%	3	5	6	2	8	1.05%	39	9.47%	65	5.18%	78	5.85%	26	5.30%	104	-\$76.50	-\$127.60	-\$153.07	-\$200.80	-\$156.91	\$261.74	\$313.99	\$104.56	\$80.42	\$134.14	\$160.92	\$33.99																							
Youth	Express	One-Way	Monthly Pass	\$130.00	\$4.33	\$65.60	\$2.18	-\$2.15	-50%	1	0	1	0	0	1.03%	13	0.00%	0	0.86%	13	0.00%	0	0.10%	2	-\$28.16	\$0.00	-\$28.17	\$0.00	-\$4.31	\$56.66	\$0.00	\$56.69	\$0.00	\$28.51	\$0.00	\$28.52	\$0.00																						
			Cash, Mobile	\$2.25	\$2.25	\$1.10	\$1.10	-\$1.15	-51%	2	1	0	3	3	2.06%	26	1.89%	13	0.00%	0	8.77%	39	2.29%	45	-\$30.08	-\$15.05	\$0.00	-\$45.09	-\$51.75	\$58.84	\$28.45	\$0.00	\$88.22	\$28.77	\$14.40	\$0.00	\$43.13																						
Eligible Discount	Express	One-Way	Clipper	\$2.00	\$2.00	\$1.00	\$1.00	-\$1.00	-50%	0	0	0	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.15%	3	\$0.00	\$0.00	\$0.00	\$0.00	-\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00																						
			Cash, Mobile	\$2.25	\$2.25	\$1.10	\$1.10	-\$1.15	-51%	4	3	4	3	7	4.12%	52	5.68%	39	3.45%	52	8.77%	39	4.98%	97	-\$60.15	-\$45.15	-\$60.18	-\$45.09	-\$111.35	\$117.69	\$88.94	\$117.75	\$88.22	\$57.53	\$45.19	\$57.56	\$43.13																						
			<b>Total</b>	\$2.00	\$2.00	\$1.00	\$1.00	-\$1.00	-50%	1	4	4	1	5	1.03%	13	7.58%	52	3.45%	52	2.92%	13	3.16%	62	-\$13.08	-\$52.35	-\$52.33	-\$13.07	-\$62.00	\$36.15	\$104.70	\$104.66	\$26.14	\$13.08	\$52.35	\$52.33	\$13.07																						
				Group Breakdown % from Remis					64.80%	35.20%	77.20%	22.80%																																															
																			Average Fare Change					Average Current Annual Fare				Average Proposed Annual Fare																															
																								Minority					Non-Minority				Low-Income				Non-Low-Income				Total																		
																								-52.15					-52.05				-52.16				-51.99				-52.11																		
																													Percent Change in Average Fare					-51.22%				-48.78%				-52.01%				-47.99%													
																																		Difference between Protected Class and Non-Protected					-2.43%				-4.02%																
																																							Disparate Impact or Disproportionate Burden (20%)					Minority				No				Low-Income				No			

\*Removal of Express Category and associated fare products: Proposed replacement products will be corresponding Local fare products  
Express Fare data insufficient in Triennial Survey; data taken from 2022 GFI/Clipper data of Route FCX  
Express Fare uses approximate breakdown % from Demographic Block Group data in Remis



# **ATTACHMENT 8 – NOTICES OF PUBLIC MEETING AND HEARING**

**SamTrans: Board of Directors  
PUBLIC HEARING & MEETING NOTICE  
Proposed Fare Changes**

The SamTrans Board of Directors will hold a **public meeting on 10/30/2023** and a **public hearing on 12/6/2023** to receive public comments on the following proposed changes to the SamTrans fare structure:

To be implemented on 1/1/2024:

- Elimination of the Summer Youth Pass
- Consolidation of Local and Express fares for a single price
- Waiver of fares for pre-arranged public school field trips

To be implemented upon launch of Clipper® Next Generation (estimated Fall 2024):

- Introduction of contactless, on-board payment using credit and debit cards (also known as “Open Payment”)
- Introduction of Day Pass and Monthly Pass accumulators (also known as “Fare Capping”)
- Discontinuation of bus fare payment on the SamTrans mobile application; Replace with bus fare payment on the Clipper mobile application
- Participation in regional transfer discount program

The San Mateo County Transit District Board of Directors invites public comment on the potential changes at the public meeting and public hearing. The public may participate via a Zoom web link and/or by phone.

**Public Meeting**

**10-30-2023 at 5:30 pm**

**Zoom Info:** <https://us06web.zoom.us/j/88078523828>.

**Webinar ID/ Meeting ID 880 7852 3828**

**Access via Telephone: 1.253.215.8782** (enter webinar ID and press # when prompted for participant ID) for audio only.

**Public Hearing**

**Wednesday, December 6, 2023, at 2 p.m.**

*(or as soon thereafter as the matter may be heard)*

**Zoom Info:**

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09>

**Webinar/Meeting ID: 876 0982 4114**

**Passcode: 519746** in the Zoom app for audio/visual capability

**Access via Telephone: 1.669.900.9128** (enter webinar ID and press # when prompted for participant ID) for audio only.

Prior to the hearing, comments may be sent by mail, e-mail, or phone:

**Board Secretary**

**San Mateo County Transit District**

**P.O. Box 3006, San Carlos, CA 94070-1306**

[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call SamTrans at 1.800.660.4287 at least three days before the meeting.

*Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.*

**SamTrans: Board of Directors PUBLIC HEARING & MEETING NOTICE - SPANISH**

**SamTrans: Junta Directiva  
AVISO DE AUDIENCIA Y REUNIÓN PÚBLICAS  
Cambios propuestos en las tarifas**

La Junta Directiva de SamTrans sostendrá una **reunión pública el 30 de octubre de 2023** y una **audiencia pública el 6 de diciembre de 2023** para recibir comentarios del público sobre los siguientes cambios propuestos en la estructura tarifaria de SamTrans:

Lo siguiente se aplicará el 1 de enero de 2024:

- Eliminación del pase, "Summer Youth Pass"
- Consolidación de las tarifas locales y exprés por un precio único
- Exención de tarifas para excursiones escolares preestablecidas, solamente para las escuelas publicas

Lo siguiente se aplicará en el momento del lanzamiento de Clipper® Next Generation (previsto para otoño de 2024):

- Introducción del pago a bordo, sin contacto, mediante tarjetas de crédito y débito (también conocido como "Pago abierto" (Open Payment)
- Introducción de acumuladores del pase de un día y pase mensual (también conocidos como "Limitación de tarifas" (Fare Capping)
- Suspensión del pago de tarifas de autobús en la aplicación móvil SamTrans; se sustituye por el pago de tarifas de autobús en la aplicación móvil Clipper
- Participación en el programa regional de descuentos por trasbordo

La Junta Directiva del Distrito de Tránsito del Condado de San Mateo invita al público a hacer comentarios sobre los posibles cambios en la reunión y la audiencia públicas. La gente puede participar a través de un enlace web Zoom y/o por teléfono.

**Reunión pública**

**30 de octubre de 2023 a las 5:30 pm**

**Información para comunicarse por Zoom:** <https://us06web.zoom.us/j/88078523828>.

**Identificación del webinar/ Identificación de la reunión 880 7852 3828**

**Acceso por teléfono: 1.253.215.8782** (ingrese la identificación del webinar y oprima # cuando se le pida la identificación del participante) solo para audio.

**Audiencia pública**

**Miércoles, 6 de diciembre de 2023, a las 2.00 p.m.**

*(o tan pronto como el asunto pueda ponerse a la disposición del público)*

**Información para comunicarse por Zoom:**

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3alBrNUxVbGNmQT09>

**Identificación del webinar/reunión: 876 0982 4114**

**Contraseña: 519746** en la aplicación Zoom para acceder al audio/video

**Acceso por teléfono: 1.669.900.9128** (ingrese la identificación del webinar y oprima # cuando se le pida la identificación del participante) solo para audio.

Antes de la audiencia, los comentarios pueden enviarse por correo postal, por correo electrónico o por teléfono:

**Board Secretary**

**San Mateo County Transit District**

**P.O. Box 3006, San Carlos, CA 94070-1306**

[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1.800.660.4287 (TTY 650.508.6448)

Para solicitar servicio de traducción o interpretación, llame a SamTrans al 1.800.660.4287 al menos tres días antes de la reunión.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

**SamTrans: Board of Directors PUBLIC HEARING & MEETING NOTICE - CHINESE**

**SamTrans : 董事會  
公聽會及會議通知  
擬議車費變動**

SamTrans 董事會將舉行一場**公開會議 (2023 年 10 月 30 日)**和一場**公聽會 (2023 年 12 月 6 日)**，以聽取大眾對於以下 SamTrans 車費結構擬議變動的意見：

將於 2024 年 1 月 1 日實施：

- 取消青少年夏季通行證 (Summer Youth Pass)
- 將本地車費與快車車費合併為單一價格
- 免除預先安排的校外教學車費

於 Clipper® Next Generation 發佈之時 (預計在 2024 年秋季) 實施：

- 引入使用信用卡及扣帳卡的零接觸車上支付 (亦稱「開放付款」)
- 引入日票與月票的累積計算機制 (亦稱「車費封頂」)
- 終止 SamTrans 流動應用程式上的公車車費付款功能；以 Clipper 流動應用程式上的公車車費付款功能替代
- 參與地區交通折扣計劃

聖馬刁縣運輸委員會董事會誠邀大眾在公開會議與公聽會上對潛在變動提出意見。大眾可以透過 Zoom 網站連結和/或電話參加會議。

**公開會議**

**2023 年 10 月 30 日下午 5:30**

**Zoom 資訊：** <https://us06web.zoom.us/j/88078523828>

**網絡研討會 ID/會議 ID 880 7852 3828**

**透過電話參加：1.253.215.8782** (輸入網絡研討會 ID 並在提示輸入與會者 ID 時按 #)，僅音訊會議。

**公聽會**

**2023 年 12 月 6 日星期三下午 2 點**

(或在本地事項聽證後立即舉行)

**Zoom 資訊：**

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNxb2xWeFM3alBrNUxVbGNmQT09>

**網絡研討會/會議 ID：876 0982 4114**

**密碼：519746** (在 Zoom 應用程式內以音訊/視像方式參與)

**透過電話參加：1.669.900.9128** (輸入網絡研討會 ID 並在提示輸入與會者 ID 時按 #)，僅音訊會議。

在聽證會舉行前，大眾可透過郵遞、電郵或電話提出意見：

**Board Secretary**

**San Mateo County Transit District**

**P.O. Box 3006, San Carlos, CA 94070-1306**

**[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1.800.660.4287 (TTY 650.508.6448)**

如需翻譯或口譯協助，請在會議前至少三天撥打 1.800.660.4287 與 SamTrans 聯絡。

*Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.*

## **ATTACHMENT 9 – PRINT ADVERTISEMENTS OF PUBLIC MEETING AND HEARING**

San Francisco Chronicle – ENGLISH

**DECLARATION OF PUBLICATION OF  
SAN FRANCISCO CHRONICLE**

Lori Gomez

Declares that:

The annexed advertisement has been regularly  
in the

SAN FRANCISCO CHRONIC

Which is and was at all times herein mentioned  
established as newspaper of general circulation  
City and County of San Francisco, State of California  
the term is defined by Section 6000 of the  
Code

SAN FRANCISCO CHRONIC

(Name of Newspaper)

901 Mission Street

San Francisco, CA 941

From 10/18/20

To 10/23/20

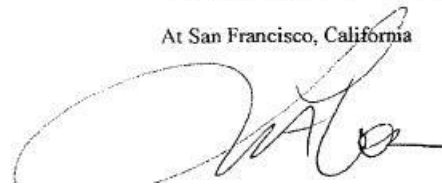
Namely on 10/18/20

(Dates of Publication)

I declare under penalty of perjury that the foregoing  
is true and correct.

Executed on 10/24/20

At San Francisco, California



**SanTrans: Board of Directors  
PUBLIC HEARING & MEETING NOTICE  
Proposed Fare Changes**

The SanTrans Board of Directors will hold a public hearing on 10/20/2023 and a public hearing on 12/6/2023 to receive public comments on the following proposed changes to the SanTrans fare structure:

**To be implemented on 3/1/2024:**

- Elimination of the Summer Youth Pass
- Consolidation of Local and Express fares for a single price
- Waiver of fares for pre-arranged school field trips

**To be implemented upon launch of Clipper Next Generation (estimated Fall 2024):**

- Introduction of contactless on-board payment using credit and debit cards (also known as "Open Payment")
- Introduction of Day Pass and Monthly Pass accumulators (also known as "Fare Capping")
- Discontinuation of bus fare payment on the SanTrans mobile application. Replace with bus fare payment on the Clipper mobile application
- Participation in regional transfer discount program

The San Mateo County Transit District Board of Directors invites public comment on the potential changes at the public meeting and public hearing. The public may participate via a Zoom web link and/or by phone.

**Public Hearings**

10-20-2023 at 5:30 pm  
Zoom Info: <https://us06web.zoom.us/j/98078523828>  
Webinar ID Meeting ID: 980 7852 3828

**Access via Telephone: 1.669.900.9128** (enter webinar ID and press # when prompted for participant ID) for audio only.

**Public Hearing**

Wednesday, December 6, 2023, at 2 p.m.  
(or as soon thereafter as the matter may be heard)

Zoom Info:  
<https://us06web.zoom.us/j/98078523828?pwd=UjZkZjRjUXh2ZWVFMjZlUlc0QWpQTD09>  
Webinar Meeting ID: 980 7852 3828  
Passcode: 918746 in the Zoom app for audio/visual capability

**Access via Telephone: 1.669.900.9128** (enter webinar ID and press # when prompted for participant ID) for audio only.

Prior to the hearing, comments may be sent by mail, e-mail, or phone:  
Board Secretary  
San Mateo County Transit District  
P.O. Box 3008, San Carlos, CA 94070-1396  
[publiccomment@santrans.com](mailto:publiccomment@santrans.com) 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call SanTrans at 1.800.660.4287 at least three days before the meeting.  
Para traducción llama al 1.800.660.4287. 免費翻譯 請電 1.800.660.4287.

CNSR #3745843

San Mateo Daily Journal – ENGLISH

AFFIDAVIT OF PUBLICATION  
SAN MATEO DAILY JOURNAL

STATE OF CALIFORNIA  
County of San Mateo

The undersigned declares: That at all times hereinafter mentioned, affiant was a permanent resident of the United States, over the age of eighteen years old, and was at and during all said times. The Office Manager of the San Mateo Daily Journal, a newspaper published daily in the County of San Mateo, State of California. The notice mentioned was set in type no smaller than nonpareil and was preceded with words printed in black face type not smaller than size 6, describing and expressing in general terms, the purpose and character of the notice intended to be given; that the

CNS-3748840#

PUBLIC NOTICE

Of which the annexed is a printed copy was published and printed in said newspaper on the 18<sup>th</sup> and 23<sup>rd</sup> Day of October 2023.

I declare under penalty of perjury that the foregoing is true and correct.

  
JP Uganiza

Dated at San Mateo, California,  
This 18<sup>th</sup> day of oct. 2023.



**SamTrans: Board of Directors  
PUBLIC HEARING & MEETING NOTICE  
Proposed Fare Changes**

The SamTrans Board of Directors will hold a **public meeting on 10/30/2023** and a public hearing on 12/6/2023 to receive public comments on the following proposed changes to the SamTrans fare structure.

To be implemented on 1/1/2024:

- Elimination of the Summer Youth Pass
- Consolidation of Local and Express fares for a single price
- Waiver of fares for pre-arranged school field trips

To be implemented upon launch of Clipper® Next Generation (estimated Fall 2024):

- Introduction of contactless, on-board payment using credit and debit cards (also known as "Open Payment")
- Introduction of Day Pass and Monthly Pass accumulators (also known as "Fare Capping")
- Discontinuation of bus fare payment on the SamTrans mobile application; Replace with bus fare payment on the Clipper mobile application
- Participation in regional transfer discount program

The San Mateo County Transit District Board of Directors invites public comment on the potential changes at the public meeting and public hearing. The public may participate via a Zoom web link and/or by phone.

**Public Meeting**  
10-30-2023 at 5:30 pm  
**Zoom Info:** <https://us06web.zoom.us/j/88078523828>  
**Webinar ID/ Meeting ID 880 7852 3828**  
**Access via Telephone: 1.669.900.9128** (enter webinar ID and press # when prompted for participant ID) for audio only.

**Public Hearing**  
**Wednesday, December 6, 2023, at 2 p.m.**  
(or as soon thereafter as the matter may be heard)  
**Zoom Info:**  
<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3aElBrNUxVbGNmQT09>  
**Webinar/Meeting ID: 876 0982 4114**  
**Passcode: 519746** in the Zoom app for audio/visual capability  
**Access via Telephone: 1.669.900.9128**(enter webinar ID and press # when prompted for participant ID) for audio only.

Prior to the hearing, comments may be sent by mail, e-mail, or phone:

**Board Secretary**  
San Mateo County Transit District  
P.O. Box 3006, San Carlos, CA 94070 - 1306  
[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call SamTrans at 1.800.660.4287 at least three days before the meeting.  
Para traducción llama al 1.800.660.4287; 如需翻譯, 請電 1.800.660.4287.  
10/18, 10/23/23  
CNS-3748840#  
SAN MATEO DAILY JOURNAL



San Jose Mercury News – ENGLISH

**San Jose Mercury News**

75 E. Santa Clara St., Suite 1100  
San Jose, CA 95113  
408-920-5332

2003193

CALIF. NEWSPAPER SVC.  
BILLING DEPT.  
PO BOX 60460  
LOS ANGELES, CA 90060

**PROOF OF PUBLICATION  
IN THE CITY OF SAN JOSE  
IN THE STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA**

**FILE NO. 3748844**

**San Jose Mercury News**

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to or interested in the above entitled proceedings; and was at and during all said times and still is the principal clerk of the printer and publisher of the San Jose Mercury News, a newspaper of general circulation printed and published daily in the City of San Jose, County of Santa Clara, State of California as determined by the court's decree dated June 27, 1952, Case Numbers 84096 and 84097, and that said San Jose Mercury News is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000; that at all times said newspaper has been established, printed and published in the said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned. Said decree has not been revoked, vacated or set aside.

I declare that the notice, of which the annexed is a true printed copy, has been published in each regular or entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

**10/19/2023, 10/23/2023**

Legal No. **0006785757**

**SamTrans: Board of Directors  
PUBLIC HEARING & MEETING NOTICE  
Proposed Fare Changes**

The SanTrans Board of Directors will hold a *public meeting* on 10/30/2023 and a *public hearing* on 12/6/2023 to receive public comments on the following proposed changes to the SamTrans fare structure:

To be implemented on 1/1/2024:

- Elimination of the Summer Youth Pass
- Consolidation of Local and Express fares for a single price
- Waiver of fares for pre-arranged school field trips

To be implemented upon launch of Clipper® Next Generation (estimated Fall 2024):

- Introduction of contactless, on-board payment using credit and debit cards (also known as "Open Payment")
- Introduction of Day Pass and Monthly Pass accumulators (also known as "Fare Capping")
- Discontinuation of bus fare payment on the SamTrans mobile application; Replace with bus fare payment on the Clipper mobile application
- Participation in regional transfer discount program

The San Mateo County Transit District Board of Directors invites public comment on the potential changes at the public meeting and public hearing. The public may participate via a Zoom web link and/or by phone:

**Public Meeting**

10-30-2023 at 5:30 pm

Zoom info: <https://us06web.zoom.us/j/89078523026>

Webinar ID/ Meeting ID **880 7852 3828**

Access via Telephone: 1.669.900.9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

**Public Hearing**

Wednesday, December 6, 2023, at 2 p.m.

(or as soon thereafter as the matter may be heard)

Zoom info:

<https://us06web.zoom.us/j/67609824114?pwd=UjZlRjNkOzZlVzEzVzRlM3JhbnNlUXVhbnQ1OQ==>

Webinar/Meeting ID: **876 0982 4114**

Passcode: 519746 in the Zoom app for audio/visual capability

Access via Telephone: 1.669.900.9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

Prior to the hearing, comments may be sent by mail, e-mail, or phone:

Board Secretary

San Mateo County Transit District  
P.O. Box 3006, San Carlos, CA 94070-1306

[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call SamTrans at 1.800.660.4287 at least three days before the meeting.

Para traducción ítem al 1.800.660.4287; 如蒙翻譯請電 1.800.660.4287.

CNSB #3748844

El Observador – SPANISH

16

JOBS / CLASSIFIEDS / LEGALS

EL OBSERVADOR | www.el-observador.com

OCT 20, 2023 - OCT 26, 2023

**SamTrans: Junta Directiva**  
**AVISO DE AUDIENCIA Y REUNION PUBLICAS**  
**Cambios propuestos en las tarifas**

La Junta Directiva de SamTrans celebrará una reunión pública el 30 de octubre de 2023 y una audiencia pública el 6 de diciembre de 2023 para recibir comentarios de público sobre los siguientes cambios propuestos en la estructura tarifaria de SamTrans. Lo siguiente se aplicará el 1 de enero de 2024:

- Eliminación del pase Summer Youth Pass
- Consolidación de las tarifas locales y expiris por un precio único
- Eliminación de tarifas para aviones/en autobuses organizados con anticipación
- Lo siguiente se aplicará en el momento del lanzamiento de Clipper® Next Generation (previsto para otoño de 2024):
- Introducción del pago a bordo, sin contacto, mediante tarjetas de crédito y débito (también conocido como "Pago abierto") (Open Payment)
- Introducción de acumuladores del pase de un día y pase mensual (también conocidos como "Introducción de tarifas" (Fare Capping)
- Suspensión del pago de tarifas de autobús en la aplicación móvil SamTrans, se sustituya por el pago de tarifas de autobús en la aplicación móvil Clipper
- Participación en el programa regional de descuentos por transporte

La Junta Directiva del Distrito de Tránsito del Condado de San Mateo invita al público a hacer comentarios sobre los posibles cambios en la reunión y la audiencia públicas. La gente puede participar a través de un enlace web Zoom y/o por teléfono.

**Reunión pública**  
30 de octubre de 2023 a las 5:30 pm  
Información para comunicarse por Zoom: <https://us01web.zoom.us/j/98078523828>  
Identificación del webinar/Identificación de la reunión: 860 7652 3828  
Acceso por teléfono: 1.253.215.8782 (ingrese la identificación del webinar y oprima # cuando se le pida la identificación del participante) solo para audio.

**Audiencia pública**  
Miércoles, 6 de diciembre de 2023, a las 2:00 pm.  
(o tan pronto como el asunto pueda ponerse a la disposición del público)  
Información para comunicarse por Zoom:  
<https://us01web.zoom.us/j/8709924147?pwd=UUhFRk9kbzZxeFpMS3BhbnVhVjZGVmQ09>  
Identificación del webinar/reunión: 876 0982 4114  
Centrase en 518746 en la aplicación Zoom para acceder al audio/Idée  
Acceso por teléfono: 1.669.900.9128 (ingrese la identificación del webinar y oprima # cuando se le pida la identificación del participante) solo para audio.  
Antes de la audiencia, los comentarios pueden enviarse por correo postal, por correo electrónico o por teléfono.

**Board Secretary**  
San Mateo County Transit District  
P.O. Box 3006, San Carlos, CA 94070 - 1306  
publiccomment@samtrans.com 1800.660.4267 (TTY 650.338.6448)

Para solicitar servicio de traducción o interpretación, llame a SamTrans al 1800.660.4267 al menos tres días antes de la reunión.  
Para devolución de forma al: 1800.660.4267, 如 需 傳 譯 請 電 1800.660.4267.  
10/20/23  
CNS-3748845#  
EL OBSERVADOR

**Kifer Senior Apartments**  
New affordable apartments ready for occupancy in January 2024

Kifer Senior Apartments provides 80 units of affordable and supportive housing located at 3333 Kifer Road in Santa Clara.

Unit Mix: 78 units total (30 Studios, 45+ bedrooms, 4-2 bedrooms), 1 staff unit, 54 units set aside for individuals experiencing homelessness.  
We welcome Section 8 vouchers.

**Income Requirements:**  
The property owner has established:  
20%, 30%, 40% and 50% AMI.

Utilities: PG&E, water & garbage paid by owner.  
Pet Policy: Pet friendly (subject to one pet per household).

Leasing Office: The temporary leasing office is located at 2727 Wash Avenue, Suite 105, Santa Clara, CA 95051.

We do business in accordance with Federal Fair Housing Law. It is illegal to discriminate against any person because of Race, Color, Religion, Sex, Handicap, Sexual Orientation, Gender Identity, Familial Status or National Origin.




**Kifer Departamentos para Seniors**  
Nuevos departamentos asequibles y aptos para ser habitados en enero de 2024.

Los departamentos para Personas Mayores Kifer ofrecen 80 unidades de viviendas asequibles y de apoyo ubicadas en 3333 Kifer Road en Santa Clara.

Combinación de unidades: 78 unidades en total (30 estudios, 45+ dormitorios, 4-2 dormitorios), 1 unidad para personal. 54 unidades reservadas para personas sin hogar.  
Aceptamos los vales de la Sección 8.

Requisitos de ingresos:  
20%, 30%, 40% y 50% AMI.

Servicios públicos: PG&E, agua y recolección de residuos pagados por el propietario.  
Política de mascotas: Se admiten mascotas, limitado a una mascota por hogar.

Oficina de arrendamiento: La oficina de arrendamiento temporal está ubicada en 2727 Wash Avenue, Suite 105, Santa Clara, CA 95051.

Hee emori negocios de acuerdo con la Ley Federal de Vivienda Justa. Es ilegal discriminar a cualquier persona por motivos de raza, color, religión, sexo, discapacidad, orientación sexual, identidad de género, estado familiar u origen nacional.




**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699653

The following person(s) is (are) doing business as Ortega Landscaping 1753 Quimby Rd, San Jose, CA 95122, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Jose Ortega, 1765 Quimby Rd, San Jose, CA 95122. The registrant began transacting business under the fictitious business name(s) listed above on 09/12/2023. 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.)  
By: /s/ Jose Ortega, Deputy  
File No. FBN 699653

Prior Publication Dates:

September 8, 15, 22, 29, 2023  
Corrected Publication: October 20, 27, November 3 and 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 698725

The following person(s) is (are) doing business as MILO ABAOILLA VISUALS, 3508 Monocuco Court, San Jose, CA 95148, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Milo Aboilla, 3508 Monocuco Court, San Jose, CA 95148. The registrant began transacting business under the fictitious business name(s) listed above on 09/23/2023. 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.)  
By: /s/ Milo Aboilla, Owner  
File No. FBN 698725

Prior Publication Dates:

County on 09/12/2023. Regina Alcomendras, County Clerk Recorder. By: /s/ Ronald Nguyen, Deputy. File No. FBN 698725

Prior Publication: September 8, 15, 22, 29, 2023  
Corrected Publication: October 20, 27, November 3 and 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699038

The following person(s) is (are) doing business as MARSH'S CLEANING SERVICES, 1785 Almaden Rd Apt 318, Santa Clara County. This business is owned by a limited liability company. The name and residence address of the registrant(s) is (are) MARSH SERVICES LLC, 1925 Almaden Rd Apt 318, San Jose, CA 95125. The registrant began transacting business under the fictitious business name(s) listed above on 04/10/2023. 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.)  
By: /s/ Corinne Vasquez, Deputy  
File No. FBN 699038

Prior Publication Dates:

County on 09/12/2023. Regina Alcomendras, County Clerk Recorder. By: /s/ Ronald Nguyen, Deputy. File No. FBN 698725

Prior Publication: September 8, 15, 22, 29, 2023  
Corrected Publication: October 20, 27, November 3 and 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699874

The following person(s) is (are) doing business as PARADISE EVENTS, 15550 La Mesa Ct, Morgan Hill, CA 95037, Santa Clara County. This business is owned by a corporation. The name and residence address of the registrant(s) is (are) PARADISE PLAYSPACE, INC., 15550 La Mesa Ct, Morgan Hill, CA 95037. The registrant began transacting business under the fictitious business name(s) listed above on 07/05/2023. 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.)  
By: /s/ Anita Tabatabaei, Owner  
File No. FBN 699874

Prior Publication Dates:

corporation. The name and residence address of the registrant(s) is (are) PARADISE PLAYSPACE, INC., 15550 La Mesa Ct, Morgan Hill, CA 95037. The registrant began transacting business under the fictitious business name(s) listed above on 07/05/2023. 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.)  
By: /s/ Anita Tabatabaei, Owner  
File No. FBN 699874

Prior Publication Dates:

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699774

The following person(s) is (are) doing business as ROSA'S HOUSE CLEANING, 394 Swope 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) ROSA ELINA FARRAN MARTINEZ, 394 Swope Dr, San Jose, CA 95111. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023. 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.)  
By: /s/ Corinne Vasquez, Deputy  
File No. FBN 699774

Prior Publication Dates:

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.)  
By: /s/ Rose Elena Farran Martinez, Deputy  
File No. FBN 699650

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699748

The following person(s) is (are) doing business as LICE CLINICS OF AMERICA - SUNNYVALE, 645 South Murphy Avenue, Sunnyvale, CA 94086, Santa Clara County. This business is owned by a limited liability company. The name and residence address of the registrant(s) is (are) LICE TO KNOW YOU LLC, 500 North Rainbow Blvd, Suite 300A, Las Vegas, NV 89107. The registrant began transacting business under the fictitious business name(s) listed above on 07/10/2023. 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.)  
By: /s/ Sergio Becerra Cruz, President  
File No. FBN 699748

Prior Publication Dates:

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699774

The following person(s) is (are) doing business as ORJUELA PAINTER SERVICES, 2770 Croft Dr, San Jose, CA 95148, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) German Orjuela Gomez, 2770 Croft Dr, San Jose, CA 95148. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023. 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.)  
By: /s/ Nina Khanphleb, Deputy  
File No. FBN 699774

Prior Publication Dates:

20235750726

ADOBE entity was formed in the state of CA. This statement was filed with the Co. Clerk Recorder of Santa Clara County on 10/05/2023. Regina Alcomendras, County Clerk Recorder. By: /s/ Elaine Farber, Deputy. File No. FBN 699650

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699748

The following person(s) is (are) doing business as MARISCOS SAN JUAN #3, 575 First Street, Gilroy, CA 95020, Santa Clara County. This business is owned by a corporation. The name and residence address of the registrant(s) is (are) SERGIO'S RESTAURANTS INC, 1780 Senter Rd, San Jose, CA 95122. The registrant began transacting business under the fictitious business name(s) listed above on 10/05/2023. 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.)  
By: /s/ Luis R Arroyo, Deputy  
File No. FBN 699748

Prior Publication Dates:

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699774

The following person(s) is (are) doing business as ORJUELA PAINTER SERVICES, 2770 Croft Dr, San Jose, CA 95148, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) German Orjuela Gomez, 2770 Croft Dr, San Jose, CA 95148. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023. 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.)  
By: /s/ Nina Khanphleb, Deputy  
File No. FBN 699774

Prior Publication Dates:

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
NO. 699773

The following person(s) is (are) doing business as GENESIS FAST CLEANING, 652 Hermitage Way, San Jose, CA 95134, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Luis R Arroyo, 652 Hermitage Way, San Jose, CA 95134. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023. 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.)  
By: /s/ Luis R Arroyo, Deputy  
File No. FBN 699773

Prior Publication Dates:

Sing Tao – CHINESE

## COPY OF NOTICE

Notice Type: HRG NOTICE OF HEARING  
Ad Description: Fare Change Public Hearing Notice - CHINESE

To the right is a copy of the notice you sent to us for publication in the **SING TAO (S.F.)**. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

10/20/2023

An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Daily Journal Corporation  
Serving your legal advertising needs throughout California. Call your local

BUSINESS JOURNAL, RIVERSIDE	(951) 784-0111
DAILY COMMERCE, LOS ANGELES	(213) 229-5300
LOS ANGELES DAILY JOURNAL, LOS ANGELES	(213) 229-5300
ORANGE COUNTY REPORTER, SANTA ANA	(714) 543-2027
SAN FRANCISCO DAILY JOURNAL, SAN FRANCISCO	(800) 640-4829
SAN JOSE POST-RECORD, SAN JOSE	(408) 287-4866
THE DAILY RECORDER, SACRAMENTO	(916) 444-2355
THE DAILY TRANSCRIPT, SAN DIEGO	(619) 232-3486
THE INTER-CITY EXPRESS, OAKLAND	(510) 272-4747



**SamTrans - 董事會  
公聽會及會議通知  
有關車費變動**

SamTrans 董事會將舉行一場 **公開會議 (2023 年10月30日)** 和一場 **公聽會 (2023年12月6日)**，以聽取大眾對於以下 **SamTrans** 車費結構擬議變動的意見：

- 將於 2024 年 1 月 1 日實施：
  - 取消青少年夏季通行證 (Summer Youth Pass)
  - 將本地車費與快車車費合併為單一價格
  - 免除預先安排的校外教學車費
- 於 Clipper® Next Generation 發佈之時 (預計在 2024 年秋季) 實施：
  - 引入使用信用卡及扣帳卡的零接觸車上支付 (亦稱「開放付款」)
  - 引入日票與月票的累積計算機制 (亦稱「車費封頂」)
  - 終止 SamTrans Clipper 流動應用程式上的公車車費付款功能；以流動應用程式上的公車車費付款功能替代
  - 參與地區交通折扣計劃

聖馬刁縣運輸委員會董事會誠邀大眾在公開會議與公聽會上對潛在變動提出意見。大眾可以透過 Zoom 網站連結和/或電話參加會議。

**公開會議**  
2023 年 10 月 30 日下午 5:30  
Zoom 資訊: <https://us06web.zoom.us/j/88078523828>  
網絡研討會 ID/ 會議 ID 880 7852 3828  
透過電話參加: 1.253.215.8782 (輸入網絡研討會 ID 並在提示輸入與會者 ID 時按 #)，僅資訊會議。

**公聽會**  
2023 年 12 月 6 日星期三下午 2 點  
(或在本事項聽證後立即舉行)  
Zoom  
資訊: <https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3aERnUXVhbnNlQ009>  
網絡研討會 / 會議 ID : 876 0982 4114  
密碼: 519746 (在 Zoom 應用程式內以資訊/視像方式參與)  
透過電話參加: 1.669.900.9128 (輸入網絡研討會 ID 並在提示輸入與會者 ID 時按 #)，僅資訊會議。  
在聽證會舉行前，大眾可透過郵遞、電郵或電話提出意見。

**Board Secretary  
San Mateo County Transit District  
P.O. Box 3006, San Carlos, CA 94070 - 1306  
publiccomment@samtrans.com 1.800.660.4287  
(TTY 650.508.6448)**

如需翻譯或口譯協助，請在會議前至少三天撥打 1.800.660.4287 與 SamTrans 聯絡。  
Para traducción llama al 1.800.660.4287.  
如需翻譯，請電 1.800.660.4287.  
10/20/23  
CNS-3748846#  
SING TAO (S.F.)



# Agenda

Recap SamTrans Fare Policy Principles

Recap Recommended Changes

Public Outreach Summary

Title VI Fare Equity Analysis

Q&A

# SamTrans Fare Policy Principles

Ridership

Cost Recovery

Customer Experience

Administration and Overhead

# Recommended Changes Effective Date 1/1/2024

## Consolidate Local and Express fares for a Single Local Price and Product

- Incentivize ridership on Foster City Express (FCX)
- Streamline Fare Structure
- Board Decision Requested

## •Public School Field Trips

- Encouraging future ridership among the youth market
- Initial year goal of 10 field trips provided
- Board Decision Requested

## • Eliminate the Summer Youth Pass Product

- UPDATE - Based on public feedback, this program will remain intact and will be reviewed next year

# Recommended Changes Effective Date-Estimated Fall 2024

## • Introduce Day Pass and Monthly Pass Accumulators (also known as “Fare Capping”)

- Available through Clipper and Open Payment
- No advance purchase necessary- Day Pass 2x one way Clipper fare, month pass aligned with Clipper month pass prices
- Board Decision Requested

## • Participate in the Regional Transfer Discount Program

- Seamless transfer discounts of up to \$2.50 among participating agencies
- Available on Clipper and Open payment
- Board Decision Requested

## • Introduce Contactless On-board Payment Using Credit and Debit Cards (also known as “Open Payment”)

- Seamless payment option on all transit agencies
- Utilizes Clipper Adult fare price
- Part of Clipper Next Generation Participation

## • Move SamTrans Mobile Fares to Clipper Mobile

- Group and individual tickets available on Clipper app
- No longer need to maintain current SamTrans mobile App
- Part of Clipper Next Generation Participation



# Outreach Overview / What we Heard

## Public Notices

- Pamphlets provided on SamTrans bus routes
- Posted on SamTrans website, social media, and provided press release
- Published in 3 newspapers covering English, Spanish, and Chinese

## Presented to SamTrans CAC on 10/25/23

- Received positive feedback with the exception to the discontinuation of the Summer Youth Pass

## Held Community Meeting 10/30/23

- Interpreted into Spanish, Chinese, and Tagalog
- Received positive feedback with the exception to the discontinuation of the Summer Youth Pass

## Informational Item Presented and Call or Public Hearing to SamTrans Board on 11/1/2023

- Received positive feedback, except for the Summer Youth Pass discontinuation

## Public Hearing and Requested Board Adoption on 12/6/2023

# Title VI Fare Equity Analysis

## What is Title VI?

- Title VI of the Civil Rights Act of 1964 protects individuals from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance.

## Title VI Fare Equity Analysis

- According to FTA's Title VI guidelines, when conducting fare adjustments, transit agencies must analyze how the proposed fare changes will impact minority and low-income populations.

# Title VI – SamTrans

## SamTrans Disparate Impact Policy is 20%

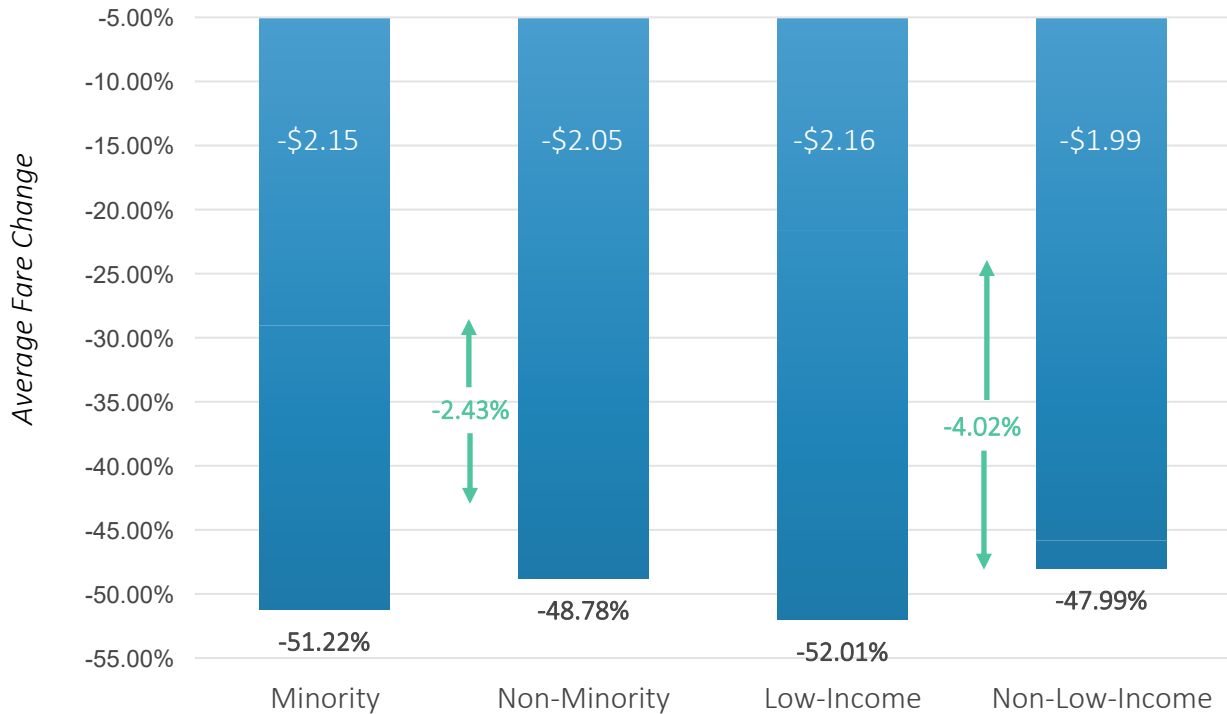
- There is Disparate Impact if the difference in impacts borne by **minority** populations compared to those borne by **non-minority** populations is greater than 20%.
- Any negative percentage indicates a *benefit* to minority populations.

## SamTrans Disproportionate Burden Policy is 20%

- There is Disproportionate Burden if the difference in impacts borne by **low-income** populations compared to those borne by **non-low-income** populations is greater than 20%.
- Any negative percentage indicates a *benefit* to low-income populations.

# Title VI Fare Equity Analysis

Effects of Fare Changes on Riders



## Data Used

## Findings

- **Minority vs. Non-Minority % Difference:**
  - **-2.43% (No Disparate Impact)**
  - *Minority populations benefit more than Non-Minority populations*
- **Low-Income vs. Non-Low-Income % Difference:**
  - **-4.02% (No Disproportionate Burden)**
  - *Low-income populations benefit more than Non-Low-Income populations*

# Q & A



**BOARD OF DIRECTORS 2023**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

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

### San Mateo County Transit District

**Wednesday, December 6, 2023 – 2:30 pm**

- |  |               |
|--|---------------|
| 10.a.1. Call to Order  |               |
| 10.a.2. Approval of Minutes of the Community Relations Committee Meeting of November 1, 2023 | Motion        |
| 10.a.3. Accessible Services Update   | Informational |
| 10.a.4. Paratransit Coordinating Council Update  | Informational |
| 10.a.5. Citizens Advisory Committee Update   | Informational |
| 10.a.6. Quarterly Report   Quarter 1 Fiscal Year 2024  | Informational |
| 10.a.7. Monthly Performance Report   October 2023  | Informational |
| 10.a.8. Adjourn  |               |

**Committee Members: Marie Chuang (Chair), Ray Mueller, Peter Ratto**

Note:

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

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

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

**November 1, 2023**

Committee Members Present: M. Chuang (Committee Chair), R. Mueller, P. Ratto

Committee Members Absent: None

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

Other Board Members Absent: None

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

**9.a.1. Call to Order**

Committee Chair Marie Chuang called the meeting to order at 2:24 pm.

**9.a.2. Approval of Minutes of the Community Relations Committee Meeting of October 4, 2023**

Motion/Second: Fraser/Powell

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

**9.a.3. Accessible Services Update**

Tina Dubost, Manager, Accessible Services, said they had updated the Trapeze paratransit scheduling software on October 28, and thanked SamTrans and Trapeze staff.

**9.a.4. Paratransit Coordinating Council Update**

Ben McMullan, PCC Chair, said they are finalizing their work plan from their recent PCC retreat, which they plan to take to the Committee at their next meeting.

**9.a.5. Citizens Advisory Committee Update**

John Baker, CAC Member, provided an update on the October 25 CAC meeting, which included presentations on fare structure recommendations and the 101 Corridor Connect North County Multimodal Strategy.

Vice Chair Marina Fraser asked if they still had openings on the CAC, and Jean Brook, Assistant District Secretary, confirmed there were currently four vacancies.

Public Comment:

Aleta Dupree requested to comment on Item 7.b, which she had not been able to comment on earlier due to technical difficulties. She said she supported getting more people on buses and trains and looked forward to SamTrans finalizing the MOU (Memorandum of Understanding) with Caltrain.

**9.a.6 Monthly Performance Report | September 2023**

David Olmeda, Chief Operating Officer, Bus, noted the report was in the packet and in the interest of time, said that there would be no oral presentation.

**9.a.7. Adjourn**

The meeting adjourned at 2:31 pm.

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



**San Mateo County Transit District  
Staff Report**

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

**Action**

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

**Significance**

Several groups advise SamTrans on accessible service issues. The Paratransit 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 October 2023 PAL and PCC meetings are attached to this report.

**Budget Impact**

There is no impact to the budget.

**Background**

No additional information.

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

**SAN MATEO COUNTY**  
**PARATRANSIT COORDINATING COUNCIL (PCC)**  
Minutes of October 10, 2023, Meeting

**ATTENDANCE:**

Members in person:

Dao Do, Rosener House; Tina Dubost, SamTrans; Sandra Lang, Community Member; Benjamin McMullan, Chair, CID; Sammi (Wilhelmina) Riley, Consumer, Educ. Comm. Chair; Kathy Uhl, CoA. (Member attendance = 6/10, Quorum = Yes)

Members on Zoom:

Mike Levinson, Consumer, PAL Chair

Guests:

Vicky Churchill, TransDev/Redi-Wheels; David Koffman, Nelson\Nygaard (on Zoom); Henry Silvas, SamTrans; Lynn Spicer, SamTrans; Jane Stahl, PCC Staff; Larisa Vaserman, Consumer; Amy Linehan, SamTrans; Martin Reyes, San Mateo County Transportation Authority; Kent Hinton, Redi-Wheels.

Absent:

Susan Capeloto, Dept. of Rehabilitation; Evan Milburn, Consumer, CoD; Marie Violet, Dignity Health

**WELCOME/INTRODUCTIONS:**

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

**APPROVAL OF JULY MINUTES:**

Tina Dubost moved to approve the July meeting minutes; Sammi Riley seconded the motion. Mike Levinson pointed out a date error on page 6 – the retreat was held on September 12<sup>th</sup>. The minutes were approved with this correction.

**PUBLIC COMMENTS:**

None.

**PRESENTATION:** 101 Corridor Connect Project: North County Multimodal Strategy  
Martin Reyes from the Transportation Authority (TA) and Amy Linehan from SamTrans spoke to the committee about this project. [The presentation can be found here.](#) Here's a link to the [North County Multimodal Strategy Project](#) and the [101 Corridor Connect Program Webpage.](#)

They are currently conducting outreach efforts to guide any decisions on improving the 101-corridor area. In addition to several community meetings, there is an [online survey](#) that is open

until November 17, 2023. Customer service representatives are available to help complete the survey and it is available in multiple languages.

Following the presentation, the committee had some questions.

- Would voter approval be required to access funding? No, there will be no new ballot measures. They would access local sales tax measures, state and federal grants that already exist.
- What is the timeline for funding this project? the TA has regular Calls for Projects to fund transportation projects; there are state grant programs that are recurring; the federal grant programs are also recurring. This is not expected to change during the time that this project is underway.
- Does this project utilize existing needs assessment? Yes, the US 101 South Comprehensive Multimodal Corridor Plan identified several projects by county. This program will dive deeper to identify other projects. There will be robust outreach to ensure community support and this, in turn, will assist in receiving grant funds.
- Are there any eminent domain issues? The TA does not have eminent domain authority and would avoid eminent domain.
- Who is initiating and running this project? The Transportation Authority created the program and administers the local sales tax measures.
- Are entry points to the freeways and the entrance to Hwy. 92 part of this program? There are existing projects in the works to improve the 101/92 interchange. These are the kind of projects we will consider for this program.

**COMMITTEE REPORTS:**

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

See page 10.

**Grant/Budget Review – Sammi Riley, Chair**

No report.

**Education – Sammi Riley, Chair**

The Education Committee did not meet in October.

**Executive – Ben McMullan**

At the meeting on October 3 the committee discussed the 2023-25 PCC Workplan developed at the retreat. This work will continue at the November 7 meeting. An email will be sent to PCC members regarding committee signups.

**Nominations/Membership – Open**

No report.

**OPERATIONAL REPORTS**

Tina reported that the paratransit survey is currently underway.

**PERFORMANCE REPORT**

Total ridership and average weekday ridership increased in August compared to last year; the average weekday ridership was 643 – 11% higher than last year. Subscription trips were approximately 21%; agency trips were approximately 6%; trips sent to taxis remained low; same day and late cancellation numbers were typical. The number of individuals riding is increasing and on time performance met the standard. Productivity was 1.35.

**COMMENT STATISTICS REPORT**

There are fewer total comments compared to pre-COVID levels as there are fewer rides. Most reports are through Consumer Reports rather than Consumer Comment Cards.

**SAFETY REPORT**

Kent Hinton reported that there were four non-preventable incidents and one preventable incident in August. There were two non-preventable incidents in September. There was one preventable incident with the taxi service.

He mentioned that the contract standard is to go 75,000 miles between preventable incidents or about two preventable incidents per month. Currently, the service is averaging 150,000 miles per month between incidents. In response to a question from David Koffman, Kent said that if the driver could have prevented the accident, it would be treated as a preventable accident.

**LIAISON REPORTS**

**Agency – Dao Do & Marie Violet**

No report.

**ERC – Mike Levinson**

No ERC meeting is scheduled.

Tina reported that they are continuing to work with the vendor on technical issues and the voice for messages.

**Commission on Disabilities (CoD) – Ben McMullan**

The committee has been working on a strategic plan that will be presented to the Board of Supervisors in November.

**Center for Independence (CID) – Ben McMullan**

CID has applied for ADRC designation, a “no wrong door” policy for connecting seniors and people with disabilities with services.

Mike Levinson thanked Ben and CID for a very well organized event in San Carlos that had over 60 groups participating.

**Commission on Aging (CoA) – Kathy Uhl**

CoA is in the final stages of updating their Help at Home booklet. This will be on paper and online.

Kathy recommended the [AARP HomeFit Guide](#) that contains many common sense ideas for making your home safe.

**Coastside Transportation Committee (CTC) – Tina Dubost**

Tina reported that SamTrans is excited about the micro-transit pilot serving Half Moon Bay (“Uber with buses.”) She is in contact with CTC members for comments on the service.

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

The CAC-TA held a retreat on September 5<sup>th</sup>. They received a quarterly status report on capital project expenses for the 4<sup>th</sup> quarter of the fiscal year. There was an informational item on the [101/92 Mobility Hub and Smart Corridor Plan](#).

At their October 3<sup>rd</sup> meeting:

- A resolution was passed in support of the 101/92 Area Improvement Project
- There was a motion to authorize an application in support of the US101 Lane north of 380. The motion did not pass.
- There was a report on the proposed Broadway, Burlingame grade separation project by the Transit Authority – the highest ranked crossing on the grade separation priority list. Currently 28,000 vehicles cross the track daily; 104 Caltrain trains use the crossing in addition to freight trains.

**Other Business**

ADA Refresher: This was postponed until the November meeting.

The meeting was adjourned at 3:06pm.

The next meeting is on November 14<sup>th</sup>, in person and remotely via Zoom.

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

The minutes from the July PAL meeting were included in the meeting packet. Ben McMullan moved to approve the minutes; Sammi Riley seconded the motion. The minutes were approved.

### **Legislative**

Mike reported that there was nothing to add at this time.

### **Transit Recovery Update – Tina Dubost**

Tina reported that there was little change. Paratransit ridership is continuing to increase, but the rate is slowing, and is approximately 60% of pre-pandemic numbers. SamTrans bus recovery rate is still at 86%. Mike commented that the numbers are increasing but we need more people to ride Redi-Wheels.

### **Policy Issues**

- Tina introduced Kent Hinton as the interim general manager at Redi-Wheels while a general manager is appointed, probably by the end of October.
- Tina described the proposed same day pilot program that will begin in December or January. This service will be on a space-available basis between 9:30am and 3pm. Customers can call between 8am and 1:30pm and trips will be offered 90 minutes plus or minus the requested time. There are no limits on how often a same day ride can be requested.

Customer requests would be denied if there is no capacity. The goal is to provide at least 50% of requested trips with at least 90% on time performance. To guarantee a ride, customers can call one day ahead as normal.

For this service, the county will be divided into two zones, separated by Highway 92. Trips need to begin and end in the same zone to avoid long trips. The fare hasn't yet been finalized but will be more than the regular fare.

The service will start small, be continually evaluated by SamTrans and a customer survey, and hopefully expand. It was felt that the program will make better use of existing capacity and shouldn't have any negative impact on the current system. Tina reported that there are few agencies that offer this service.

- Tina then spoke about MTC's pilot one-seat ride program that would cross jurisdictional districts. She had analyzed the inter-county transfer trips (both into and out of San Mateo County) and concluded that, due to the industry-wide shortage of drivers and high cost of offering such a service, she would not be recommending that Redi-Wheels participate in the pilot. She estimated that

rides to San Francisco would average \$253/trip, and rides to Santa Clara County would average \$395/trip. Mike mentioned that MTC was providing funding for the pilot, however Tina said this wouldn't solve the problem of driver shortage.

Mike said that other transit agencies thought that the one-seat ride program would save money as currently it can involve up to 10 people to organize an inter-county ride. Kathy Uhl asked if the trips were for medical reasons, but Tina said there were lots of reasons not just medical. Dao thought that one-seat rides would benefit her program as they're in Menlo Park so clients have to use VTA and Redi-Wheels to attend their site. Larisa Vaserman was concerned that the program would negatively impact current services and riders.

**Advocacy**

None.

The next PAL meeting will be on November 14, 2023.

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, David Olmeda, Chief Operating Officer, Bus  
Planning and Development  
Subject: Quarterly Report | Quarter 1 Fiscal Year 2024

**Action**

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

**Significance**

The quarterly report provides an overview of key performance indicators, including ridership, on-time performance, fares, workforce, safety, fleet, and customer experience for the period of July – September 2023 (Quarter 1, Fiscal Year 2024).

Service on school-oriented routes was discontinued for summer school break for about one-third of this quarter (mid-June to early-August). Service changes on August 6, 2023 mainly consisted of schedule adjustments to improve on-time performance and to reintroduce school-oriented routes for the new school year. This year SamTrans had zero schedules misaligned with bell times on school-oriented routes.

**FY24 Quarter 1 Highlights (compared to FY23 Q1):**

- 18.3 percent increase in total ridership and 19.7% increase in ridership on equity priority routes
- 4.9 percent increase in on-time performance
- 97.7 percent decrease in the number of trips not operated (DNOs)
- 3.7 percent decrease in subsidy per passenger on fixed route services

**Ridership<sup>1</sup>**

Average weekday bus ridership (AWR) on SamTrans fixed route buses was 29,954 in Fiscal Year 2024 (FY24) Quarter 1. That is an increase of 16.7 percent compared to FY23 Quarter 1. Total bus

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<sup>1</sup> Some Clipper data is missing due to a system upgrade. This missing data represents approximately 2.0 percent of the total ridership for September. Ridership data has been adjusted to include an estimate of the missing ridership, which is roughly 20,000 rides. This estimated data has been allocated to the routes using methods that are consistent with SamTrans' overall reporting practices.



ridership was 2,416,204. Total ridership increased by 18.3 percent compared to FY23 Quarter 1. The SamTrans fixed-route bus network had recovered 84.4 percent of total ridership compared to pre-pandemic ridership (Quarter 1 in FY20). Ridership details are included in **TABLE 1**.

**TABLE 1. AVERAGE WEEKDAY RIDERSHIP & TOTAL RIDERSHIP**

<b>Ridership</b>			
	<b>FY24 Q1</b>	<b>FY23 Q1</b>	<b>%Δ</b>
<b>Average Weekday Ridership</b>	29,954	25,671	16.7%
<b>Total Ridership</b>	2,416,204	2,042,258	18.3%

*Note: Does not include 713 or Dumbarton*

By service category<sup>2</sup>, 58.9 percent of total ridership was on Frequent routes<sup>3</sup>, 29.9 percent was on Local routes<sup>4</sup>, 4.4 percent was on Community routes<sup>5</sup>, 4.8 percent on School-Oriented routes<sup>6</sup>, 0.5 percent was on Express/Limited Stop routes<sup>7</sup>, 1.1 percent was on Owl<sup>8</sup> routes, and 0.4 percent was on Special<sup>9</sup> routes (see **FIGURE 1**).

<sup>2</sup> Route 713 and Dumbarton are not included in service category breakdowns.

<sup>3</sup> Routes with 15 minutes or better frequency, seven days a week. Routes include 120, 130, 296, and ECR.

<sup>4</sup> Routes with 30 minutes or better frequency, seven days a week. Routes include 110, 121, 122, 141, 250, 276, 278, 281, and 292.

<sup>5</sup> Routes with 60 minutes or better frequency, five days a week. Routes include 112, 117, 142, 251, 260, 270, 280, 294, and 295.

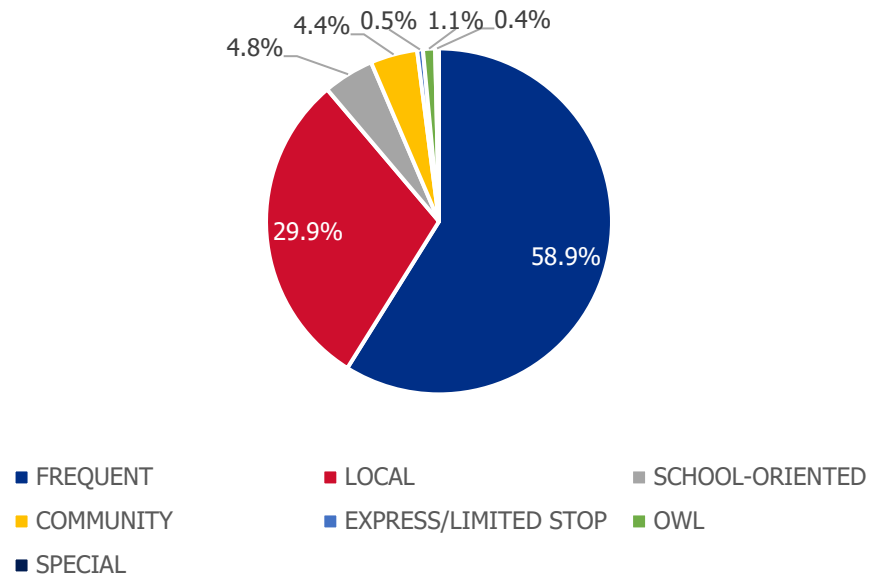
<sup>6</sup> Routes operating with very few trips a day and are scheduled to align with school schedules and bell times. All two-digit routes are School-Oriented routes.

<sup>7</sup> Routes providing limited-stop service to or from major destinations and are typically longer in length. Routes include 398 and FCX.

<sup>8</sup> Routes operating overnight after regular transit service has ended. Routes include 296 Owl, 397, and ECR Owl.

<sup>9</sup> Routes serving 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. Routes include 138 and Ride Plus.

FIGURE 1. RIDERSHIP SHARE BY SERVICE CATEGORY



In Quarter 1, all service categories saw ridership increases except Community and Express/Limited Stop routes compared to the same quarter last year. For Express/Limited Stop, this is likely due to the reduction in frequency and span on Route 398, which still had hourly all-day service for part of FY23 Quarter 1. Many of these routes experienced significant service changes as approved in the *Reimagine SamTrans* plan. *Reimagine SamTrans* Phase 1 took effect on August 7, 2022. Ridership details by service category are included in TABLE 2.

TABLE 2. TOTAL RIDERSHIP BY SERVICE CATEGORY

Total Ridership			
Service Category	FY24 Q1	FY23 Q1	%Δ
Frequent	1,422,976	1,216,989	16.9%
Local	722,920	569,086	27.0%
School-Oriented	115,105	108,556	6.0%
Community	106,246	115,928	-8.4%
Express/Limited Stop	13,038	24,582	-47.0%
Owl	27,337	15,468	76.7%
Special	8,582	127	6657%

Other standard productivity measures include boardings by vehicle revenue hour<sup>10</sup>, boardings by vehicle revenue mile<sup>11</sup>, and boardings by trip<sup>12</sup>.

<sup>10</sup> Boardings by vehicle revenue hour normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue hours operated.

The fixed route bus network generated 16.1 boardings per vehicle revenue hour in Quarter 1, an 8.8 percent increase over the previous year. School-oriented routes had the highest boardings per vehicle revenue hour with 47.4, and Community routes had the lowest with 6.4.

For Quarter 1, SamTrans had 1.6 boardings per revenue mile, an 18.2 percent increase over the previous year. Again, School-Oriented routes had the highest boardings per vehicle revenue mile with 3.9. Community routes had the lowest with 0.6.

Finally, SamTrans generated 20.8 boardings per scheduled trip in Quarter 1, a 12.1 percent increase over the previous year. Frequent routes had the highest boardings per trip with 33.6. Community routes had the lowest with 5.6. Ridership productivity measures are included in **TABLE 3**.

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<sup>11</sup> Boardings per vehicle revenue mile normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per the revenue miles operated.

<sup>12</sup> Boardings per trip normalizes ridership to the amount of service being provided by calculating the number of customers that board the service per trip operated by the service.

TABLE 3. SYSTEMWIDE RIDERSHIP PRODUCTIVITY MEASURES & SERVICE CATEGORY BREAKDOWN<sup>13</sup>

<b>Productivity</b>			
	<b>FY24 Q1</b>	<b>FY23 Q1</b>	<b>%Δ</b>
<b>Boardings per Vehicle Revenue Hour</b>	<b>16.1</b>	<b>14.8</b>	<b>8.8%</b>
<i>Frequent</i>	20.9	19.3	8.4%
<i>Local</i>	12.5	9.2	35.5%
<i>School-Oriented</i>	47.4	44.3	7.0%
<i>Community</i>	6.4	6.6	-3.1%
<i>Express/Limited Stop</i>	10.5	6.4	63.4%
<i>Owl</i>	7.5	5.6	34.0%
<b>Boardings per Vehicle Revenue Mile</b>	<b>1.6</b>	<b>1.4</b>	<b>18.2%</b>
<i>Frequent</i>	2.3	1.9	18.3%
<i>Local</i>	1.3	1.1	13.1%
<i>School-Oriented</i>	3.9	3.5	11.4%
<i>Community</i>	0.6	0.6	0.4%
<i>Express/Limited Stop</i>	0.6	0.4	34.3%
<i>Owl</i>	0.6	0.4	46.1%
<b>Boardings per Trip</b>	<b>20.8</b>	<b>18.5</b>	<b>12.1%</b>
<i>Frequent</i>	33.6	28.5	17.8%
<i>Local</i>	15.6	14.4	8.2%
<i>School-Oriented</i>	25.7	22.1	16.4%
<i>Community</i>	5.6	6.3	-11.8%
<i>Express/Limited Stop</i>	17.2	13.5	28.1%
<i>Owl</i>	10.6	8.6	22.4%

Total ridership on Equity Priority Routes<sup>14</sup> was 1,801,840 in FY24 Quarter 1, accounting for 74.6 percent of total ridership. Details are included in TABLE 4. Equity Priority Routes are defined as routes where more than one-third of a route’s in-service miles are operated in an Equity Priority Area. Equity Priority Areas are neighborhoods where residents are more likely to lack access to a car, work low-wage jobs, and/or identify as people of color.

<sup>13</sup> At the time of this report, revenue miles and hours for Ride Plus were still being validated. They are not included in this monthly report. Staff plan to include in future reports.

<sup>14</sup> Equity Priority Routes include 24, 25, 28, 29, 30, 35, 37, 41, 62, 68, 72, 79, 81, 120, 121, 122, 130, 138, 141, 142, 270, 276, 280, 281, 294, 296, 296 Owl, ECR, and ECR Owl.

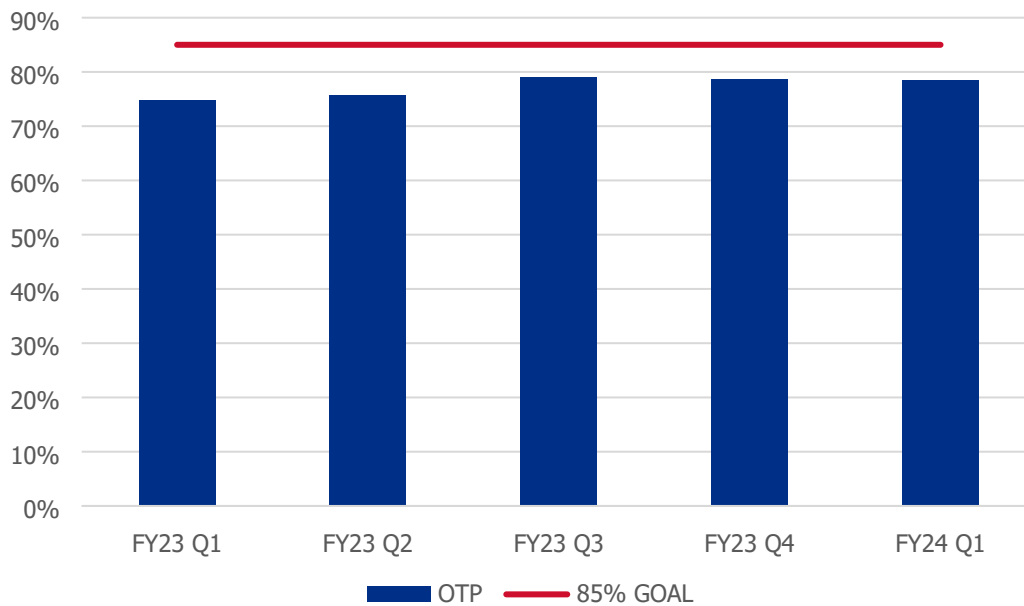
TABLE 4 RIDERSHIP IN EQUITY PRIORITY AREAS

Ridership in Equity Priority Areas			
	FY24 Q1	FY23 Q1	%Δ
Boardings on Equity Priority Routes	1,801,840	1,505,776	19.7%
% of Total Boardings	74.6%	73.7%	-

### On-Time-Performance

Average systemwide on-time performance (OTP) for FY24 Quarter 1 was below SamTrans’ OTP goal of 85.0 percent at 78.5 percent (FIGURE 2), however, it is a 4.9 percent increase from the previous year. Average weekday OTP was 77.9 percent, average Saturday OTP was 77.8 percent, and average Sunday OTP was 82.6 percent. Average scheduled speed was 13.0 miles per hour, which is a 6.7 percent decrease compared to the previous year.

FIGURE 2. ON-TIME PERFORMANCE BY QUARTER



Broken down by service category<sup>15</sup>, Frequent routes had the highest average OTP at 79.6 percent. Owl routes had the lowest average OTP, 62.4 percent. Ride Plus, the new microtransit service, had an OTP<sup>16</sup> of 79.4 percent for its first full quarter of service. Four service categories

<sup>15</sup> Note: Based on revenue hours, Frequent routes were 45.4 percent of service, Local routes were 38.6 percent, Community routes were 11.1 percent, Express & Limited Stop routes were 0.8 percent, School-Oriented routes were 1.6 percent, Owl routes were 2.4 percent, and Special routes were 0.1 percent. Special routes only include route 138 for this report. Future reports will include Ride Plus in this category.

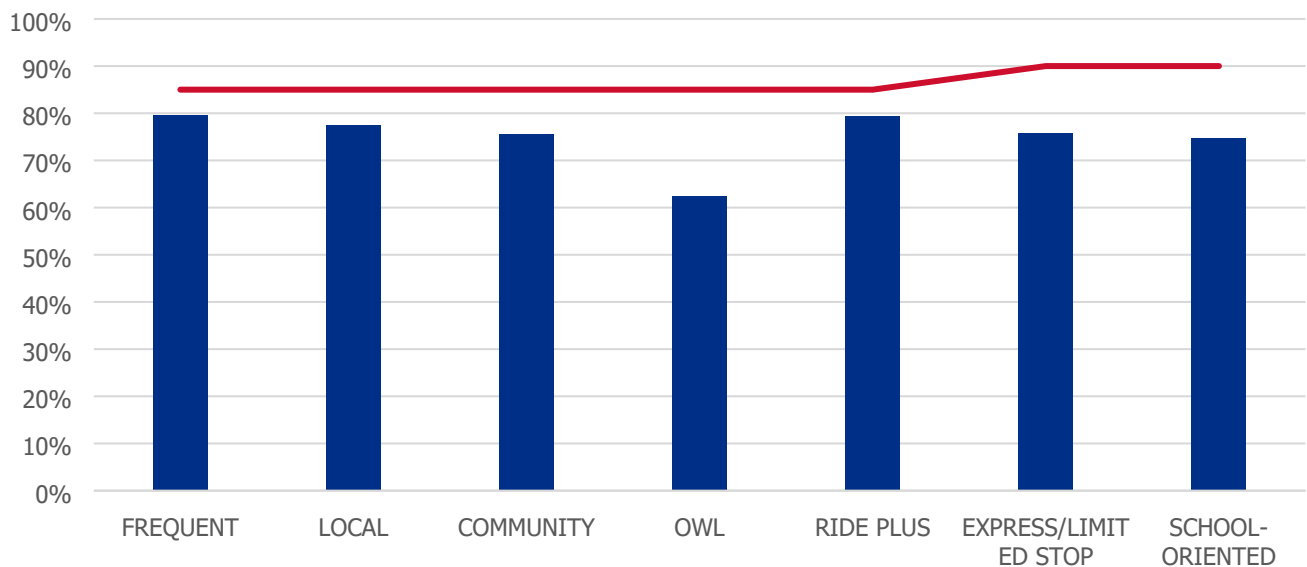
<sup>16</sup> Ride Plus is on time if a vehicle arrives up to five minutes from estimated pick-up time.

saw on-time performance improvements in Quarter 1 compared to the previous year – Frequent, Local, School-Oriented, and Owl. Details are included in TABLE 5 and FIGURE 3.

TABLE 5 OTP BY SERVICE CATEGORY

On-Time Performance by Service Category			
	FY24 Q1	FY23 Q1	%Δ
Frequent	79.60%	73.3%	8.6%
Local	77.50%	75.7%	2.4%
Community	75.60%	76.7%	-1.5%
Owl	62.40%	58.0%	7.5%
Ride Plus	79.40%	-	-
Express/Limited Stop	75.70%	79.8%	-5.1%
School-Oriented	74.80%	71.7%	4.3%

FIGURE 3. ON-TIME PERFORMANCE BY SERVICE CATEGORY



Note: Express/Limited Stop and School-Oriented routes have a 90 percent OTP goal. The goal for all other categories is 85 percent.

## Fares

In FY24 Quarter 1, total fixed route fare revenue was \$3,108,397, a 25.2 percent increase from the previous year. Of the fares collected, 62.9 percent were Adult fares, 22.9 percent were Eligible Discount fares, and 14.2 percent were Youth fares. As for how passengers paid, 13.9 percent used one-way tickets (e.g., cash, free rides, fare promotions), 46.7 percent used Clipper, and 39.5 percent used a pass (e.g., day, month, Youth Unlimited). Note the year over year change is affected by the fact that SamTrans provided two weeks of free fares in FY23 Q1 associated with the launch of *Reimagine SamTrans* Phase 1. Those fare rides appear as one-way tickets in FY23 Q1, resulting in the appearance of a substantial decline in one-way fares this year compared to last year. Details are included in TABLE 6 and TABLE 7.

TABLE 6 TOTAL FARES COLLECTED BY TYPE

Fare Type			
	FY24 Q1	FY23 Q1	%Δ
Adult	1,510,326	1,391,437	8.5%
Eligible Discount	548,360	430,489	27.4%
Youth	341,097	237,284	43.8%

TABLE 7 FARES BY PAYMENT METHOD

Fare Type by Payment Method			
	FY24 Q1	FY23 Q1	%Δ
One-Way Ticket	332,659	616,354	-46.0%
Clipper	1,120,158	797,089	40.5%
<i>Clipper Start</i>	23,363	17,858	30.8%
Pass	948,035	647,274	46.5%

Note: Free fares were offered from August 7, 2022 through August 20, 2022. Operators tracked ridership under “one-way ticket”.

Total operational cost in FY24 Quarter 1 was \$40,871,992, a 15.5 percent increase from the previous year. The cost per passenger was \$15.71. The subsidy per passenger was \$14.42. Farebox recovery was 7.6 percent of operating costs. Details are included in TABLE 8.

TABLE 8 OPERATING COSTS AND FAREBOX RECOVERY METRICS

Operating Costs & Farebox Recovery Metrics			
	FY24 Q1	FY23 Q1	%Δ
Farebox Revenue	\$ 3,108,397	\$2,482,399	25.2%
Operational Costs	\$ 40,871,992	\$35,382,425	15.5%
Cost per Passenger	\$ 15.63	\$16.11	-3.0%
Subsidy per Passenger	\$ 14.34	\$14.90	-3.7%
Farebox Recovery Rate	7.6%	7.0%	-

Note: Cost figures use both accrual and cash-based accounting methods depending on expenditure.

### Operator Count

During FY24 Quarter 1, the District and Contracted Services (Contracted Urban Bus [CUB] and Coastside) employed an average of 495 total fixed route operators, an 18.7 percent increase compared to the previous year. Of the total fixed route operators, 63.6 percent were District operators, 31.1 percent were CUB operators, and 5.3 percent were Coastside operators. The District’s goal, as part of delivery of *Reimagine SamTrans*, is to increase District operator head count to 348. In Quarter 1, the District was at 90.5 percent of its goal. For details, see TABLE 9.

TABLE 9. AVERAGE TOTAL OPERATORS

Average Total Number of Operators			
	FY24 Q1	FY23 Q1	%Δ
Average Total Operators	495	417	18.7%
<i>District</i>	315	296	6.5%
<i>CUB</i>	154	109	41.3%
<i>Coastside</i>	26	12	116.7%

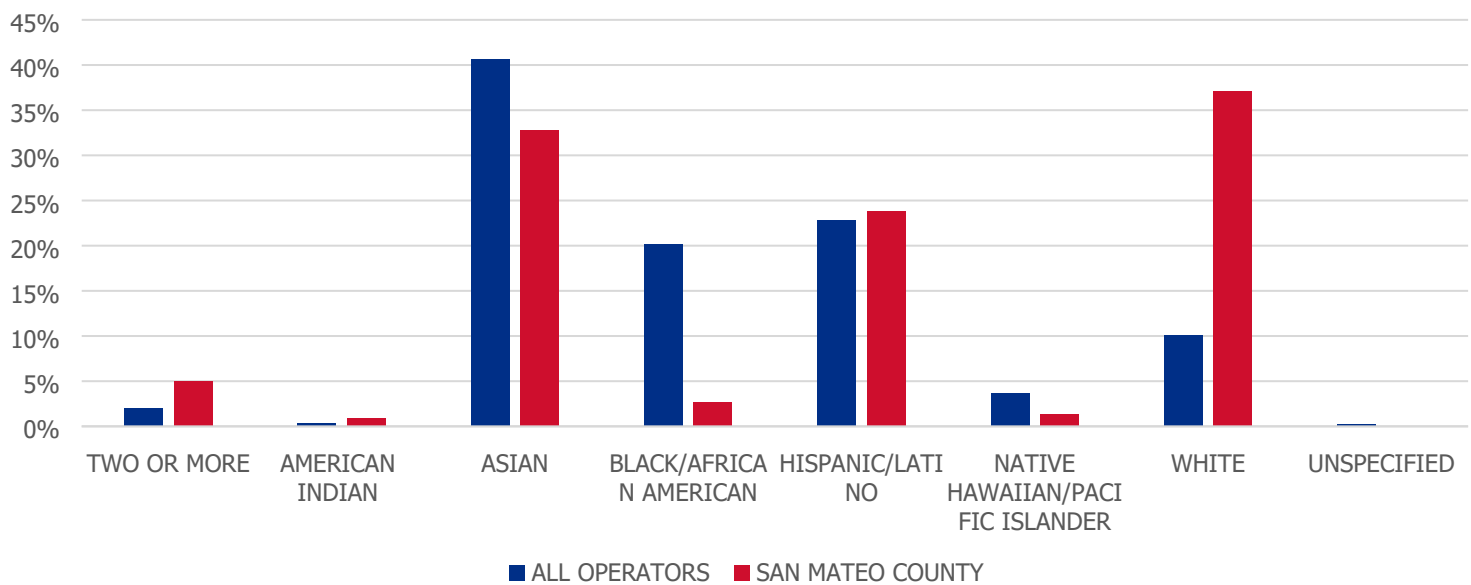
Note: Quarterly employment statistics were provided by the District’s People & Culture team and MV Transportation for CUB and Coastside services from the last week of the quarter.

Of the District and Contracted Services, 17.0 percent identified as women, 82.8 percent identified as men, and 0.2 percent preferred not to answer.

For race and ethnicity, 89.7 percent of operators identify as persons of color. Broken down, 40.6 percent identify as Asian, 22.8 percent identify as Hispanic/Latino, 20.2 percent identify as Black/African American, 2.0 percent identify as Two or More Races, 3.6 percent identify as Native Hawaiian/Pacific Islander, 0.4 percent identify as American Indian/Alaska Native, and 0.2% preferred not to say. See FIGURE 4 for details on operator race and ethnicity.

Compared to San Mateo County Census demographics, operators identifying as Asian, Black/African American, and Native Hawaiian/Pacific Islander are overrepresented, while those identifying as Hispanic/Latino, White, Two or More Races, and American Indian/Alaska Native are underrepresented. The District’s goal is to employ a workforce that reflects the demographics of San Mateo County which it serves.

FIGURE 4. OPERATORS BY RACE & ETHNICITY



Note: Demographic statistics may add up to more than 100 percent because people may identify as one race and one ethnicity (e.g., Black/ African American and Hispanic).



### Preventable Accidents

In FY24 Quarter 1, there were 47 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this quarter, SamTrans did not meet its goal with 2.2 accidents per 100,000 miles. Preventable accidents per 100,000 miles increased 34.9 percent when compared to the previous year. This was due to a rise in preventable accidents on service provided by both District and Contracted Services operators. Details are included in TABLE 10.

TABLE 10. PREVENTABLE ACCIDENTS

Preventable Accidents			
	FY24 Q1	FY23 Q1	%Δ
<b>Preventable Accidents</b>	<b>47</b>	<b>33</b>	<b>42.4%</b>
<i>District</i>	26	24	8.3%
<i>Contracted Services</i>	21	9	133.3%
<b>Accident Frequency Ratio (per 100,000 miles)</b>	<b>2.2</b>	<b>1.6</b>	<b>34.9%</b>
<i>District</i>	1.8	1.7	3.6%
<i>Contracted Services</i>	3.0	1.6	87.2%

Note: Of total revenue miles, the District operates approximately 70 percent and MV Transportation provides 30 percent.

### Service Calls

SamTrans had 76 service calls in FY24 Quarter 1, a 4.1 percent increase from the previous year. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.9 service calls per 25,000 miles. For details, see TABLE 11.

TABLE 11. SERVICE CALLS

Service Calls			
	FY24 Q1	FY23 Q1	%Δ
<b>Service Calls</b>	<b>76</b>	<b>73</b>	<b>4.1%</b>
<i>District</i>	53	51	3.9%
<i>Contracted Services</i>	23	22	4.5%
<b>Service Call Frequency Ratio (per 25,000 miles)</b>	<b>0.9</b>	<b>0.9</b>	<b>-3.0%</b>
<i>District</i>	0.9	0.9	-0.3%
<i>Contracted Services</i>	0.8	1.0	-18.0%

### Fleet in Operation

In FY24 Quarter 1, an average of 227 buses were in operation out of North and South Base. Approximately 201 (88.5 percent) were diesel buses, 25 (11.0 percent) were diesel-hybrid, and 1 (0.4 percent) were electric. In terms of mileage, 91.1 percent were operated by diesel buses, 8.7 percent were operated by diesel-hybrid, and 0.3 percent were operated by battery electric bus. For details, see TABLE 12.

TABLE 12 FLEET IN OPERATION

Fleet in Operation			
	FY24 Q1	FY23 Q1	%Δ
<b>Total</b>	<b>227</b>	<b>227</b>	<b>0.0%</b>
Diesel	201	202	-0.5%
Diesel-Hybrid	25	25	0.0%
Battery Electric	1	0	100.0%
Hydrogen Fuel Cell	0	0	0.0%

### Trips That Did Not Operate

In FY24 Quarter 1, there were five total trips that did not operate (DNOs) over 116,328 total trips. The goal is to have 20 or fewer DNOs per every 100,000 trips; this quarter, SamTrans did meet its goal with 4.3 DNOs per 100,000 trips. The District decreased its DNOs by 99.0 percent, and Contracted Services decreased its DNOs by 90.9 percent compared to the previous year. For details, see TABLE 13.

TABLE 13. TRIPS THAT DID NOT OPERATE

Did Not Operate			
	FY24 Q1	FY23 Q1	%Δ
<b>DNOs</b>	<b>5</b>	<b>221</b>	<b>-97.7%</b>
<i>District</i>	2	195	-99.0%
<i>Contracted Services</i>	3	26	-88.5%
<b>DNOs Frequency Ratio</b> <b>(per 100,000 trips)</b>	<b>4.3</b>	<b>200.0</b>	<b>-97.9%</b>
<i>District</i>	2.2	217.0	-99.0%
<i>Contracted Services</i>	11.6	127.0	-90.9%

### Customer Experience

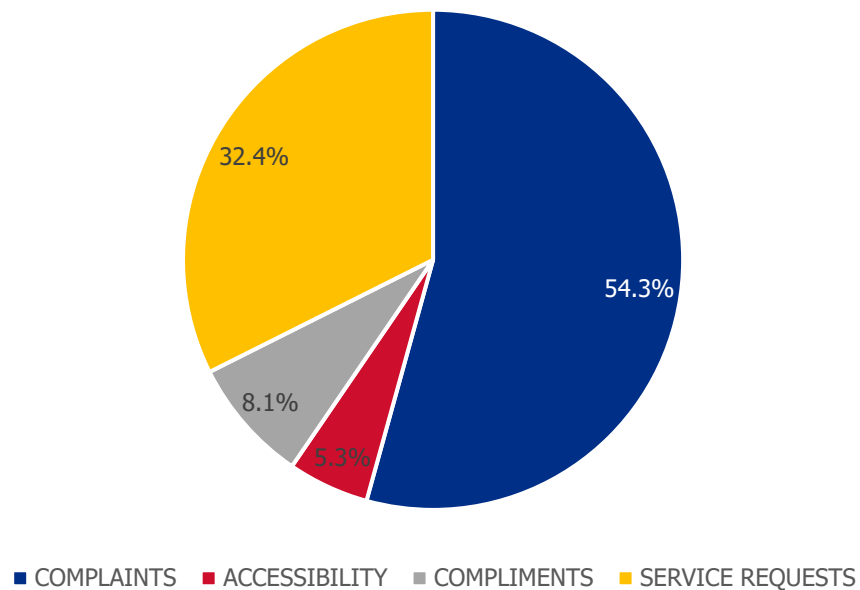
In FY24 Quarter 1, SamTrans Customer Service received 571 public comments, which breaks down to 2.4 comments per 10,000 boardings. This is a 21.0 percent decrease from the previous year. Quarter 1 in FY23 included systemwide service changes associated with *Reimagine SamTrans* Phase 1 which resulted in many public comments in 2023. Details can be seen in TABLE 14.

Of the public comments FY24 Quarter 1, 54.3 percent were complaints, 5.3 percent were about accessibility, 8.1 percent were compliments, and 32.4 percent were service requests (see FIGURE 5).

TABLE 14. CUSTOMER FEEDBACK DETAILS

Customer Feedback			
	FY24 Q1	FY23 Q1	%Δ
<b>Total</b>	<b>571</b>	<b>723</b>	<b>-21.0%</b>
<i>Complaints</i>	310	266	16.5%
<i>Accessibility</i>	30	37	-18.9%
<i>Compliments</i>	46	40	15.0%
<i>Service Requests</i>	185	380	-51.3%
<b>Comments per 10,000 boardings</b>	<b>2.4</b>	<b>3.5</b>	<b>-32.5%</b>

FIGURE 5. CUSTOMER FEEDBACK BY TYPE



Overall, the most common themes of public comments were operator feedback (29.1 percent), bus stop/shelter (12.8 percent), and pass-up and service request (tied at 9.8%). See TABLE 15 for a comparison to the previous year.

TABLE 15 MOST COMMON PUBLIC COMMENT THEMES

FY24 Q1			FY23 Q1		
CATEGORY	COMMENT TYPE	% OF TOTAL COMMENTS	CATEGORY	COMMENT TYPE	% OF TOTAL COMMENTS
Operator	Complaint	29.1%	Schedule Request	Service Request	36.7%
Bus Stops/ Shelters	Service Request	12.8%	Operator	Complaint	16.3%
Pass-Up	Complaint	9.8%	Bus Stops/ Shelters	Service Request	8.0%
Schedule Request	Service Request	9.8%	Late	Complaint	7.3%
Late	Complaint	8.6%	Pass-Up	Complaint	6.2%

Most people continue to use phone and email to leave comments. 48.7 percent of comments were received by phone, 50.1 percent by email, 0.7 percent by comment card, 0.2 percent by social media, and 0.4 percent by letter. Details are included in TABLE 15.

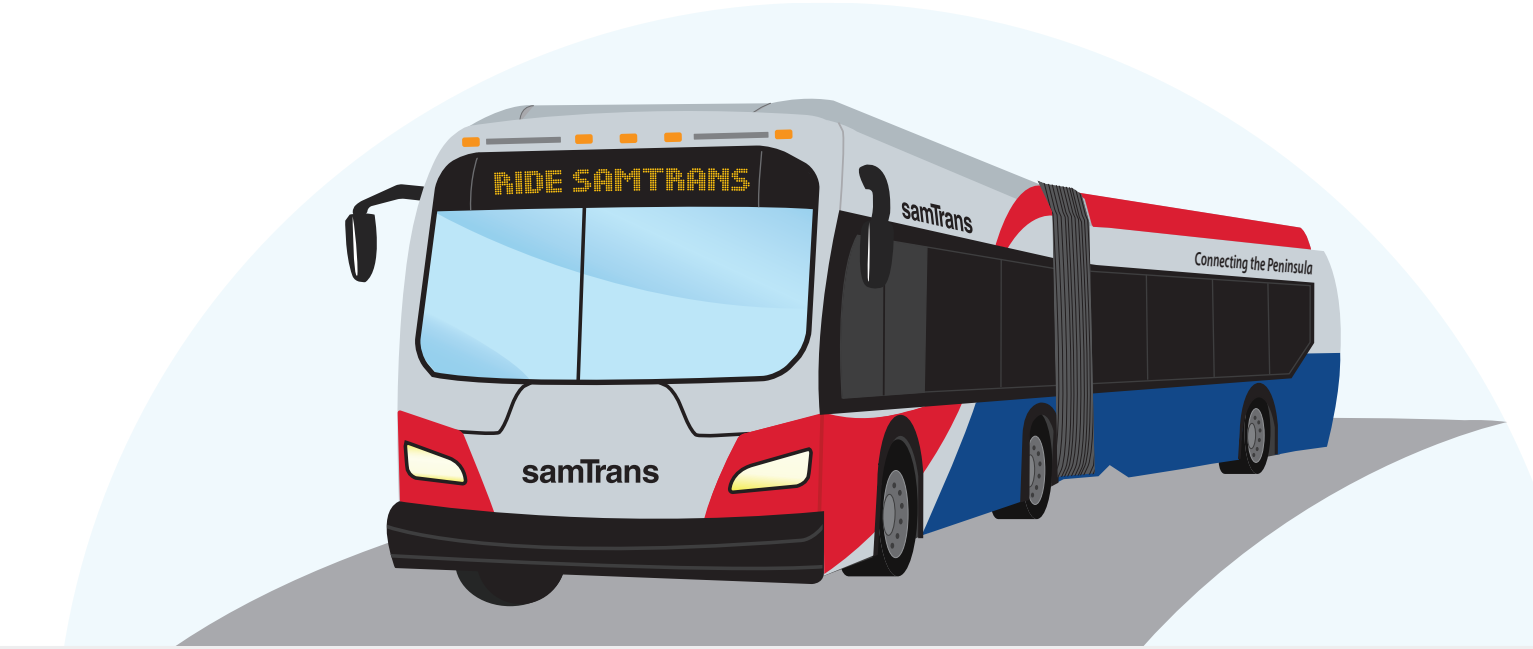
TABLE 16. REPORTING METHOD

Reporting Method	FY24 Q1	FY23 Q1	%Δ
Phone	278	366	-24.0%
Email	286	342	-16.4%
Comment Card	4	12	-66.7%
Social Media	1	2	-50.0%
Letter	2	1	100.0%
Walk-In	0	0	-

Data shown in this report is current as of November 15, 2023.

# QUARTERLY DASHBOARD

July - September 2023 (FY24 Q1)



## RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

### Systemwide Overview



# 2,416,204

Boardings (+18.3%<sup>1</sup>)

**72**  
Routes

**1.5M**  
Revenue Miles

### Service Categories

What types of service are available?

15 min	<b>Frequent</b> 15-minute or better frequency, 7 days/week
30 min	<b>Local</b> 30-minute or better frequency, 7 days/week
60 min	<b>Community</b> 60-minute or better frequency, 5-7 days/week
→	<b>School-Oriented</b> Routes aligned with school bell times, 5 days/week
→	<b>Express &amp; Limited Stop</b> Peak-only routes with few stops, 5 days/week
Night	<b>Owl</b> Overnight routes, 7 days/week

### Revenue Hours

How much service is available?

<b>45%</b>
<b>39%</b>
<b>11%</b>
<b>2%</b>
<b>1%</b>
<b>2%</b>

### Avg Weekday Ridership

How many people ride?

<b>58%</b>
<b>30%</b>
<b>5%</b>
<b>6%</b>
<b>0.7%</b>
<b>0.9%</b>

### On-Time Performance<sup>2</sup>

How often is the bus on time?

<b>73%</b>
<b>76%</b>
<b>77%</b>
<b>72%</b>
<b>80%</b>
<b>58%</b>

85% Target

**149.8K** Total Revenue Hours

**30.0K** Systemwide Average

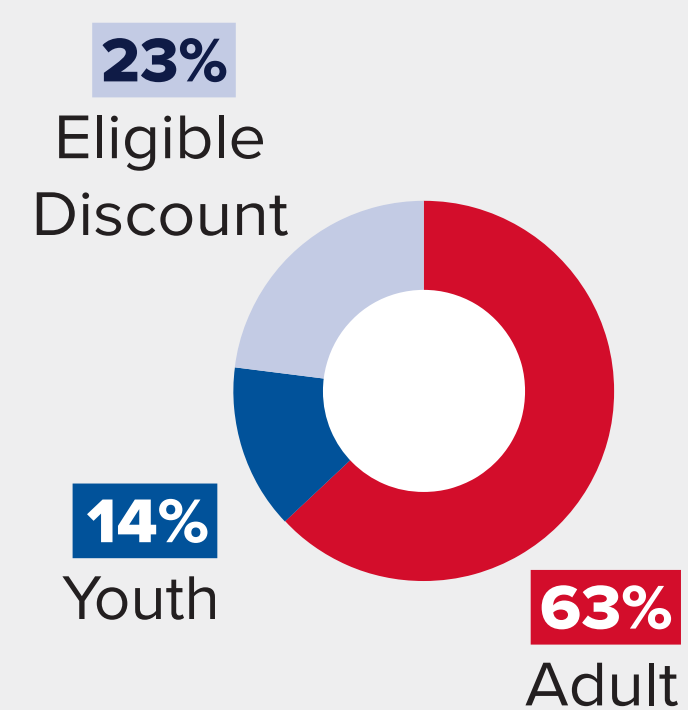
**78.5%** Systemwide Average

## FARES

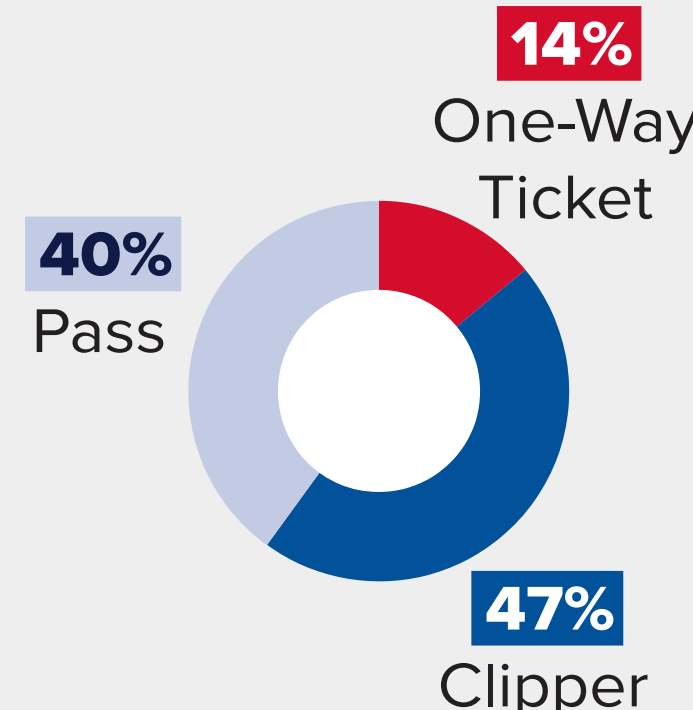
**\$3.1M** Fare Revenue

**\$14.34** Subsidy Per Passenger

### Fare Type



### Payment Method

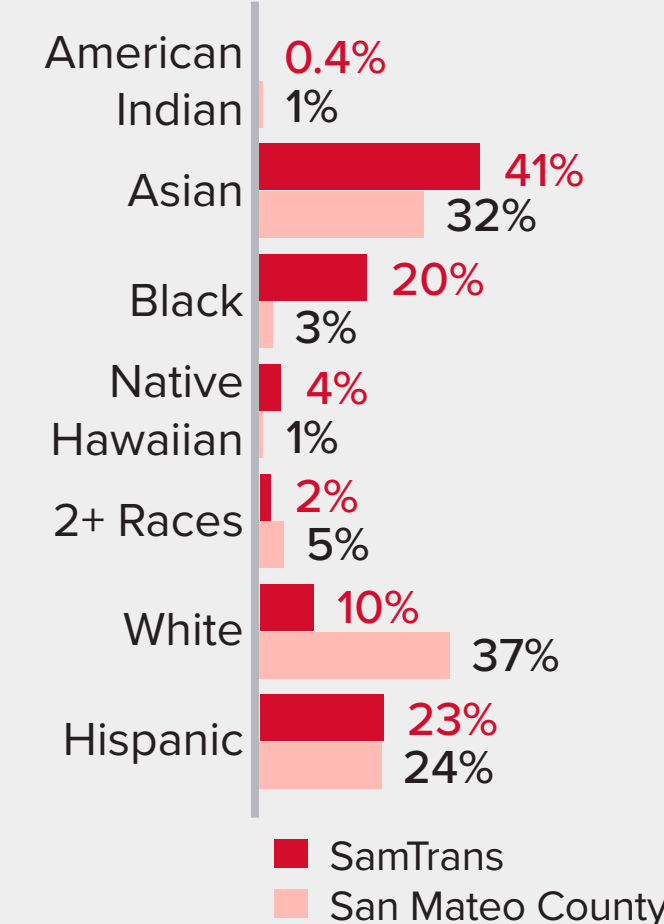


## OPERATORS

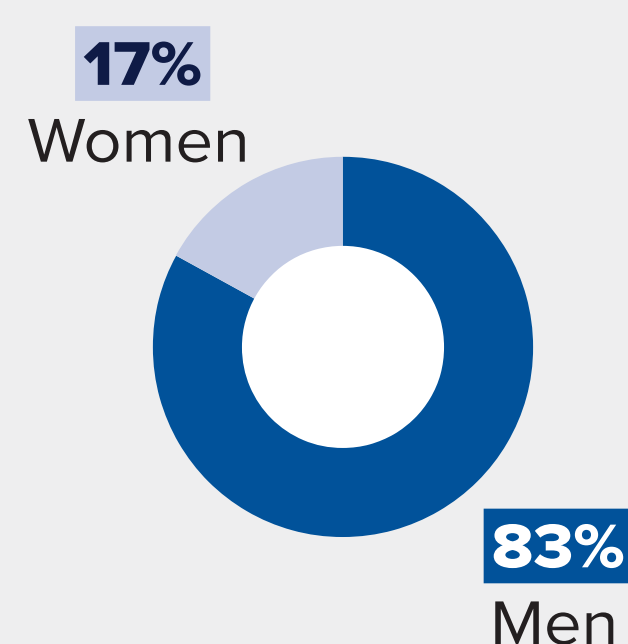
**495** Average Number of Operators

<b>315</b> SamTrans	<b>154</b> CUB	<b>26</b> Coastside
---------------------	----------------	---------------------

### Race & Ethnicity

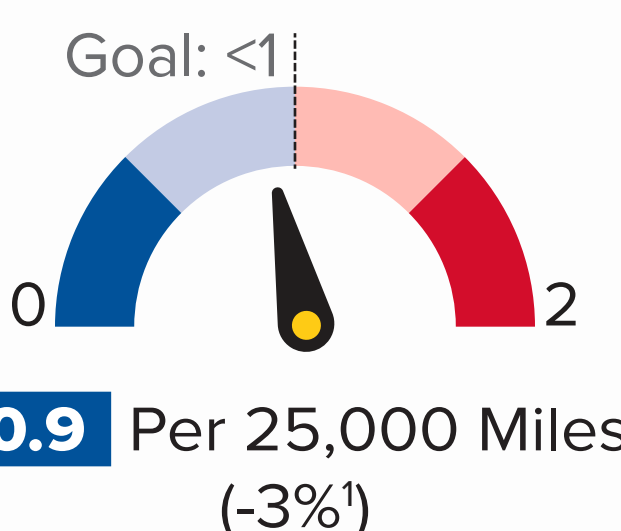


### Gender

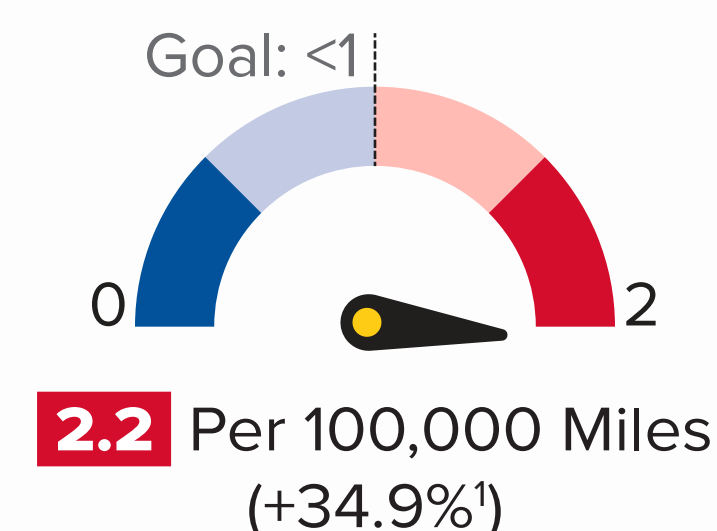


## ENVIRONMENT & SAFETY

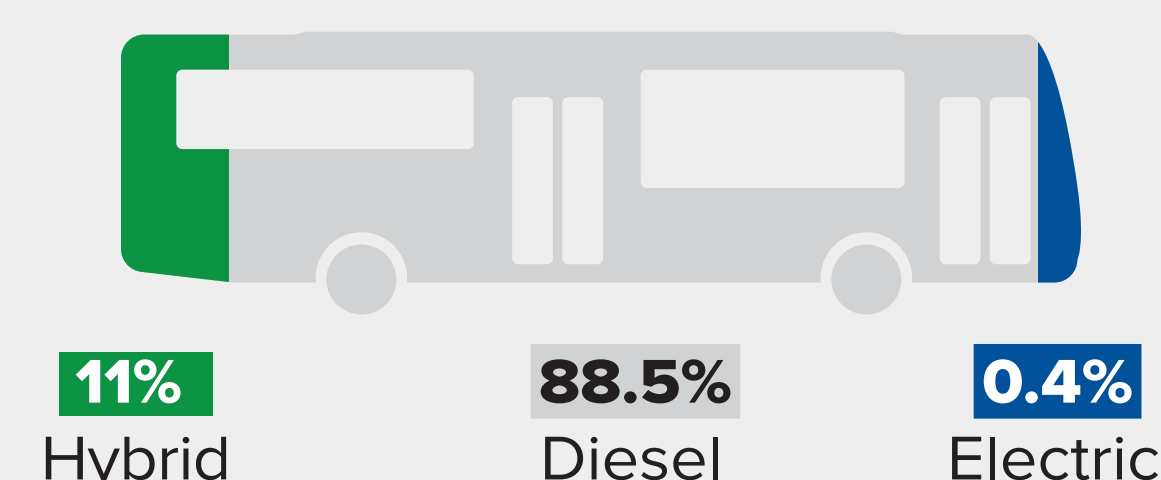
### Service Calls



### Preventable Accidents



### Fleet in Operation



## RIDER EXPERIENCE

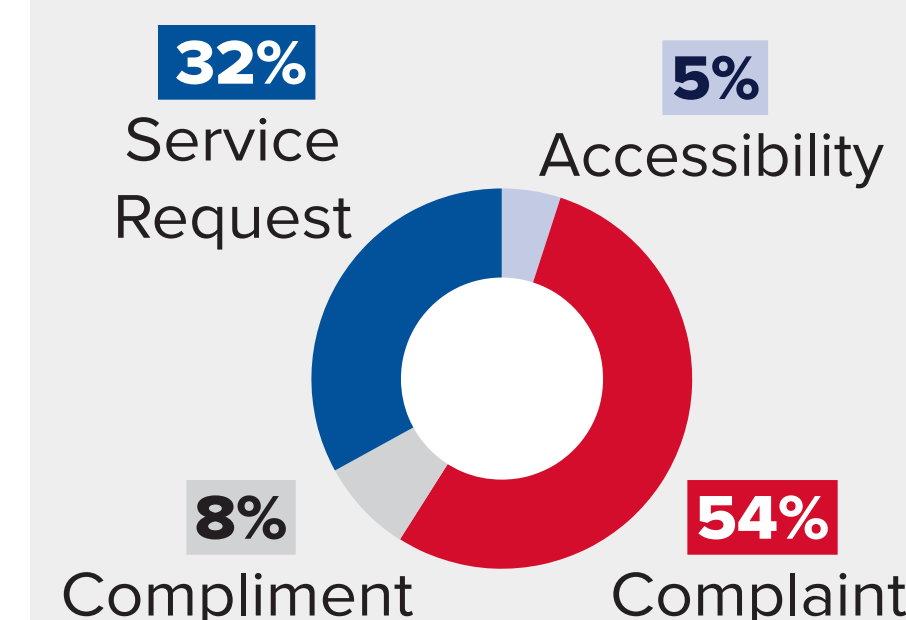
**4.3**

Trips Not Operated Per 100,000 Trips (-97.9%<sup>1</sup>)

**2.4**

Comments Per 10,000 Boardings (-32.5%<sup>1</sup>)

### Comment Type



### Trending Themes

**29%** Operators  
**13%** Bus Stop/Shelter  
**10%** Service Request & Pass Up

Top 3 in FY23 Q1 Schedule Request, Operator and Bus Stops/Shelters

<sup>1</sup> Percent change from the previous year (FY23 Q1)

<sup>2</sup> Buses are on-time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule



Item #10.a.6.  
12/6/2023

# FY24 Quarter 1 (Jul-Sep 2023) Report



Board of Directors | December 6, 2023

# QUARTERLY DASHBOARD

July - September 2023 (FY24 Q1)



## RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

### Systemwide Overview



**2,416,204**  
Boardings (+18.3%<sup>1</sup>)

**72**  
Routes

**1.5M**  
Revenue Miles

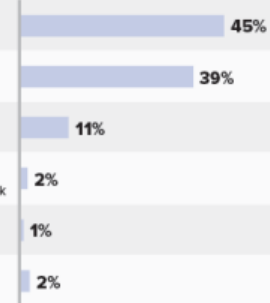
### Service Categories

What types of service are available?

15 min	<b>Frequent</b> 15-minute or better frequency, 7 days/week	45%
30 min	<b>Local</b> 30-minute or better frequency, 7 days/week	39%
60 min	<b>Community</b> 60-minute or better frequency, 5-7 days/week	11%
	<b>School-Oriented</b> Routes aligned with school bell times, 5 days/week	2%
	<b>Express &amp; Limited Stop</b> Peak-only routes with few stops, 5 days/week	1%
Night	<b>Owl</b> Overnight routes, 7 days/week	2%

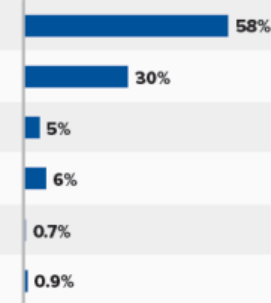
### Revenue Hours

How much service is available?



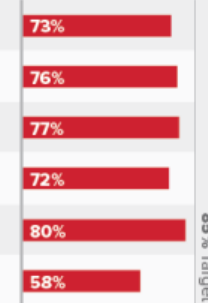
### Avg Weekday Ridership

How many people ride?



### On-Time Performance<sup>2</sup>

How often is the bus on time?



85% Target

**149.8K** Total Revenue Hours

**30.0K** Systemwide Average

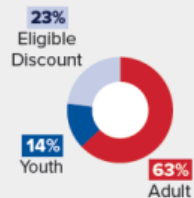
**78.5%** Systemwide Average

## FARES

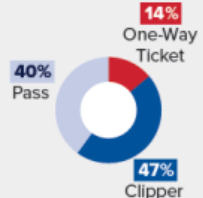
**\$3.1M** Fare Revenue

**\$14.34** Subsidy Per Passenger

### Fare Type



### Payment Method

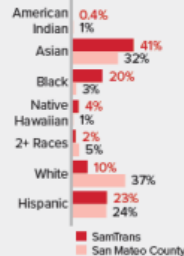


## OPERATORS

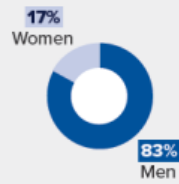
**495** Average Number of Operators



### Race & Ethnicity



### Gender



## ENVIRONMENT & SAFETY

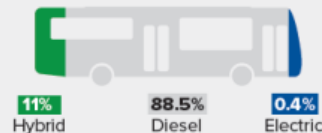
### Service Calls



### Preventable Accidents



### Fleet in Operation



## RIDER EXPERIENCE

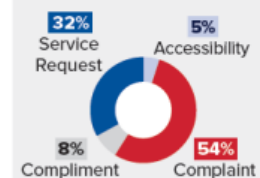
**4.3**

Trips Not Operated Per 100,000 Trips (-97.9%)

**2.4**

Comments Per 10,000 Boardings (-32.5%)

### Comment Type



### Trending Themes

**29%** Operators  
**13%** Bus Stop/Shelter  
**10%** Service Request & Pass Up

Top 3 in FY23 Q1  
Schedule Request, Operator and Bus Stops/Shelters

<sup>1</sup> Percent change from the previous year (FY23 Q1)

<sup>2</sup> Buses are on-time if they depart a timepoint within 59 seconds before schedule or 4 minutes and 59 seconds after schedule.

# Quarter 1 Dashboard (Jul-Sep) Highlights

## RIDERSHIP, SERVICE & ON-TIME PERFORMANCE

### Systemwide Overview



**2,416,204**

Boardings (+18.3%<sup>1</sup>)

**72**  
Routes

**1.5M**  
Revenue Miles

### Service Categories

What types of service are available?

15 min	<b>Frequent</b> 15-minute or better frequency, 7 days/week
30 min	<b>Local</b> 30-minute or better frequency, 7 days/week
60 min	<b>Community</b> 60-minute or better frequency, 5-7 days/week
→	<b>School-Oriented</b> Routes aligned with school bell times, 5 days/week
→	<b>Express &amp; Limited Stop</b> Peak-only routes with few stops, 5 days/week
Night	<b>Owl</b> Overnight routes, 7 days/week

### Revenue Hours

How much service is available?

<b>45%</b>
<b>39%</b>
<b>11%</b>
<b>2%</b>
<b>1%</b>
<b>2%</b>

**149.8K** Total Revenue Hours

### Avg Weekday Ridership

How many people ride?

<b>58%</b>
<b>30%</b>
<b>5%</b>
<b>6%</b>
<b>0.7%</b>
<b>0.9%</b>

**30.0K** Systemwide Average

### On-Time Performance<sup>2</sup>

How often is the bus on time?

<b>73%</b>	85% Target
<b>76%</b>	
<b>77%</b>	
<b>72%</b>	
<b>80%</b>	
<b>58%</b>	

**78.5%** Systemwide Average

Ridership increased 18.3% YoY  
Ridership on Equity Priority Routes increased 19.7% YoY

On-time performance increased 4.9% YoY

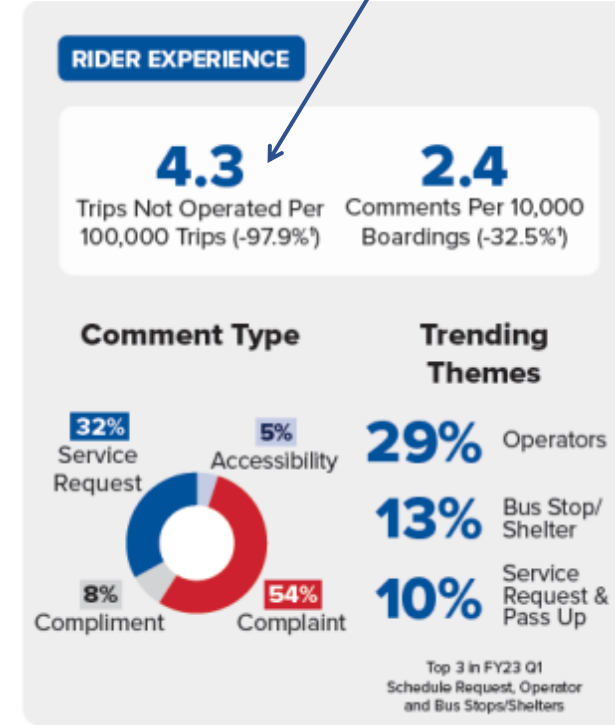
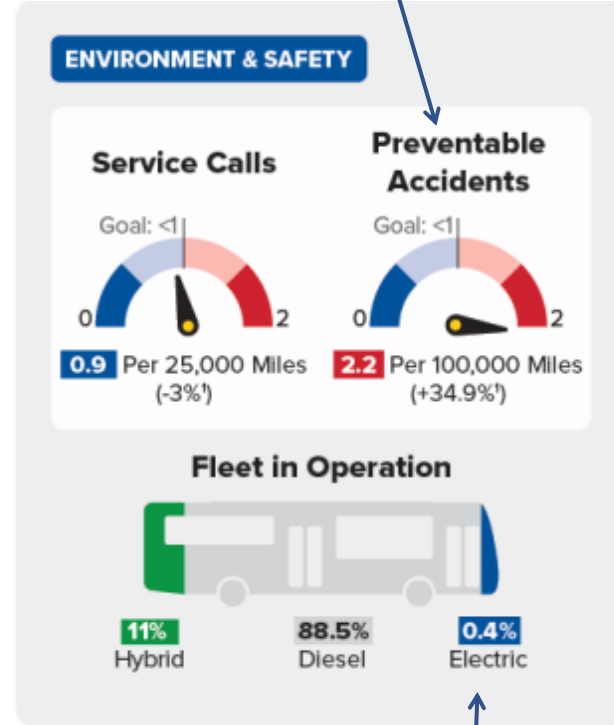
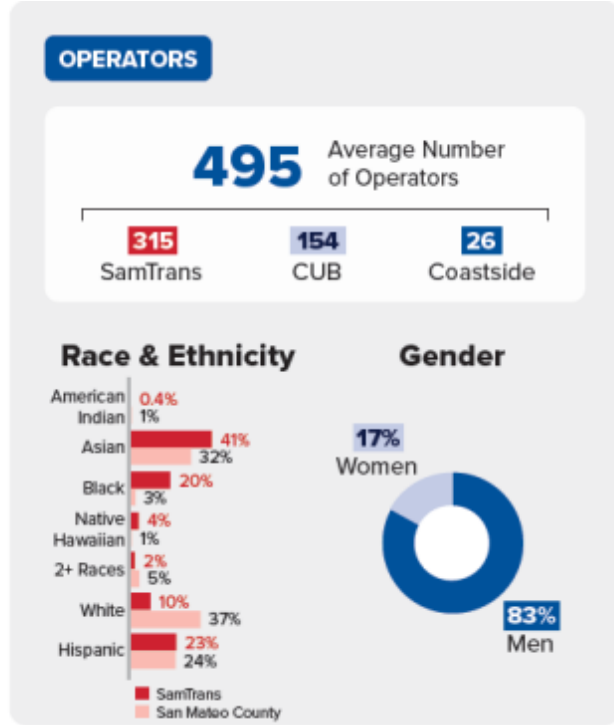
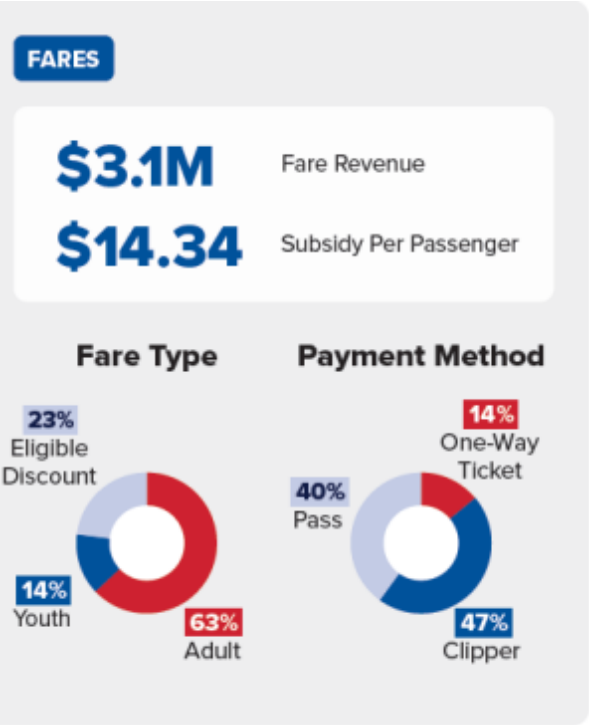
<sup>1</sup> Percent change from the previous year (FY23 Q1)

<sup>2</sup> Buses are on-time if they depart a timepoints within 59 seconds before schedule or 4 minutes and 59 seconds after schedule



Preventable accidents have increased and continue to be a top focus for staff.

DNOs decreased 97.7% YoY



Battery electric bus entered revenue service in Q1!

<sup>1</sup> Percent change from the previous year (FY23 Q1)

<sup>2</sup> Buses are on-time if they depart a timepoints within 59 seconds before schedule or 4 minutes and 59 seconds after schedule



# Thank You!

**San Mateo County Transit District  
Staff Report**

To: Community Relations Committee  
Through: April Chan, General Manager/CEO  
From: Josh Mello, Executive Officer, Planning and Development      David Olmeda, Chief Operating Officer, Bus  
Subject: Monthly Performance Report | October 2023

**Action**

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

**Significance**

**SamTrans:** Average weekday ridership (AWR) across all three modes (Bus, Paratransit, Shuttles) increased by 15.8 percent in October 2023 compared to October 2022. The total monthly ridership increased by 18.4 percent.

Post-pandemic SamTrans bus ridership recovery in October 2023 reached 87.9 percent compared to pre-pandemic total ridership in October 2019. SamTrans Adult fare usage recovery is at 103.7 percent compared to pre-pandemic adult fare usage.

**Ride Plus:** For October 2023, average weekday ridership for Ride Plus was 122 passengers. There was a total of 3,455 passengers in October 2023. Of the total ridership, 2,567 passengers (74.3%) rode in East Palo Alto/Belle Haven and 888 passengers (25.7 percent) rode in Half Moon Bay/El Granada.

**Other SamTrans Key Performance Indicators (includes Contracted Urban Bus [CUB] services):**

- **Preventable Accidents** – In October 2023, there were 15 preventable accidents. The goal is to have one or fewer preventable accidents per 100,000 miles; this month, SamTrans did not meet its goal with 2.0 accidents per 100,000 miles.
- **Miles Between Service Calls (MBSC)** – SamTrans had 29 service calls in October 2023. The goal is to have one or fewer service calls per every 25,000 miles. SamTrans met its goal with 0.9 service calls per 25,000 miles.
- **On-Time-Performance (OTP)** – OTP systemwide for October 2023 was below the OTP goal of 85.0 percent at 79.1 percent. This reflects a 1.3 percentage point improvement compared to September's OTP.
- **Did Not Operate (DNOs)** – In October 2023, there was 1 DNO, which is the same as September 2023. In October 2022, there was 1 DNO as well.

**RIDERSHIP (ALL MODES)**

SAMTRANS   Average Weekday Ridership								
Mode	Oct-21	Oct-22	Oct-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Bus	22,979	29,670	34,626	16.7%	20,788	26,626	31,128	16.9%
Paratransit	548	679	723	6.5%	532	651	724	11.1%
Shuttles	1,328	1,850	1,816	-1.8%	1,253	1,851	1,829	-1.2%
Ride Plus			122				103	
<b>Total</b>	<b>24,855</b>	<b>32,199</b>	<b>37,287</b>	<b>15.8%</b>	<b>22,572</b>	<b>29,128</b>	<b>33,783</b>	<b>16.0%</b>

SAMTRANS   Total Ridership								
Mode	Oct-21	Oct-22	Oct-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Bus	601,532	778,855	926,462	19.0%	2,215,621	2,821,859	3,323,467	17.8%
Paratransit	14,166	17,614	19,036	8.1%	55,157	67,247	74,560	10.9%
Shuttles	28,573	39,033	40,185	3.0%	107,681	156,829	154,927	-1.2%
Ride Plus			3,455				11,550	
<b>Total</b>	<b>644,271</b>	<b>835,502</b>	<b>989,138</b>	<b>18.4%</b>	<b>2,378,459</b>	<b>3,045,935</b>	<b>3,564,504</b>	<b>17.0%</b>

CALTRAIN   Average Weekday Ridership								
Mode	Oct-21	Oct-22	Oct-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Caltrain	11,673	18,583	19,939	7.3%	10,343	18,208	20,481	12.5%

CALTRAIN   Total Ridership								
Mode	Oct-21	Oct-22	Oct-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Caltrain	319,258	319,258	490,706	53.7%	1,129,620	1,725,848	1,997,246	15.7%

OTHER MODES in San Mateo County   Average Weekday Ridership								
Mode	Oct-21	Oct-22	Oct-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Dumbarton	58	87	106	22.1%	53	83	103	23.3%
BART (San Mateo County)	12,268	18,210	18,914	3.9%	11,006	18,023	19,002	5.4%

OTHER MODES in San Mateo County   Total Ridership								
Mode	Oct-21	Oct-22	Oct-23	%Δ <sup>1</sup>	YTD FY22	YTD FY23	YTD FY24	%Δ <sup>2</sup>
Dumbarton	1,214	1,823	2,328	27.7%	4,608	7,119	8,753	23.0%
BART (San Mateo County)	334,100	498,534	525,120	5.3%	1,200,910	1,970,496	2,075,885	5.3%

**Important Notes:**

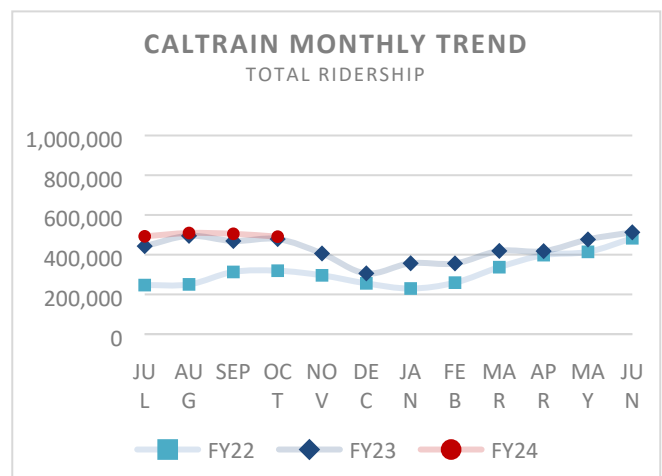
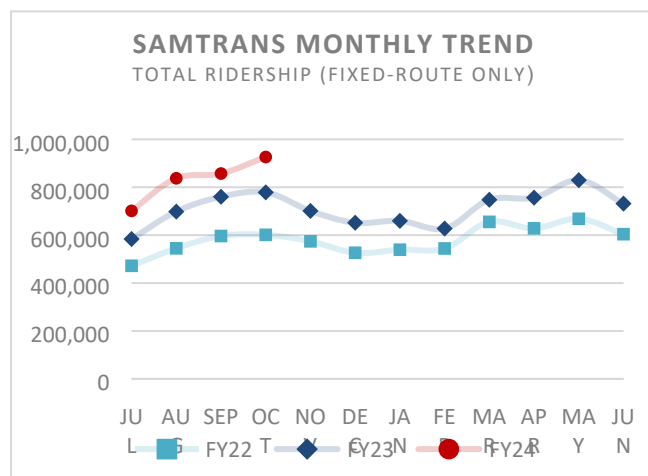
SamTrans (Bus) Ridership includes Fixed-Route service, Coastside 5311, and SamCoast.

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.

%Δ<sup>1</sup> indicates the percentage change for the month, current year to previous year.

%Δ<sup>2</sup> indicates the percentage change current year to previous, Year to Date.



**FARES**

SAMTRANS (BUS)   Fare Usage			
Fare Type	Oct-21	Oct-22	Oct-23
Adult	338,427	461,588	565,136
Eligible Discount	155,362	173,915	192,900
Youth	107,504	143,045	168,085
--- Youth Unlimited Pass	-	62,472	81,417
<b>Total</b>	<b>601,293</b>	<b>778,548</b>	<b>926,121</b>

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

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

**KEY PERFORMANCE INDICATORS**

SAMTRANS (BUS)   Operations Key Performance Indicators			
KPI	Oct-21	Oct-22	Oct-23
On-Time Performance	79.8%	72.2%	79.1%
Preventable Accidents	6	14	15
Service Calls	22	23	29
Trips Scheduled	38,782	37,446	40,764
Did Not Operate DNOs	210	1	1

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

SAMTRANS (BUS)   Ride Plus Key Performance Indicators			
KPI	Oct-21	Oct-22	Oct-23
Total Ridership	--	--	3,455
--- East Palo Alto Trips	--	--	2,567
--- Half Moon Bay Trips	--	--	888
Active Users	--	--	416
New Registrations	--	--	329
Total Downloads			379
--- iOS Downloads	--	--	319
--- Android Downloads	--	--	60
Load Factor	--	--	1.3

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

SAMTRANS (BUS)   Fleet Key Performance Indicators			
KPI	Oct-21	Oct-22	Oct-23
Revenue Hours (Sched.)	46,098	44,517	50,410
Revenue Miles (Sched.)	525,071	490,376	512,782
Total Fleet Miles (Actual)	735,239	706,878	765,449

**SamTrans' Miles between Preventable Accidents goal is 100,000 miles.** There were 51,030 Miles between Preventable Accidents this month.

**SamTrans' Miles between Service Calls goal is 25,000 miles.** There were 26,395 Miles between Service Calls this month.

PARATRANSIT   Operations Key Performance Indicators			
KPI	Oct-21	Oct-22	Oct-23
On-Time Performance (RW)	95.2%	90.2%	88.6%
On-Time Performance (RC)	95.6%	93.9%	93.5%
Preventable Accidents (RW)	0	4	2
Preventable Accidents (RC)	0	0	0
Service Calls (RW)	3	3	2
Service Calls (RC)	0	0	1

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

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

RW = Redi-Wheels

RC = RediCoast

PARATRANSIT   Fleet Key Performance Indicators			
KPI	Oct-21	Oct-22	Oct-23
Revenue Miles (RW)	115,461	141,809	159,051
Revenue Miles (RC)	14,754	15,210	17,451
Fleet Miles (RW)	129,925	157,136	177,097
Fleet Miles (RC)	18,936	19,063	24,214

**PRE-PANDEMIC RIDERSHIP COMPARISON**

SAMTRANS   Average Weekday Ridership						
Mode	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Bus	39,585	13,964	22,979	29,670	34,626	87.5%
Paratransit	1,146	395	548	679	723	63.1%
Shuttles	12,768	1,564	1,328	1,850	1,816	14.2%
Ride Plus	-	-	-	-	122	-
<b>Total</b>	<b>53,499</b>	<b>15,923</b>	<b>24,855</b>	<b>32,199</b>	<b>37,287</b>	<b>69.7%</b>

SAMTRANS   Total Ridership						
Mode	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Bus	1,053,972	397,112	601,532	778,855	926,462	87.9%
Paratransit	29,914	10,395	14,166	17,614	19,036	63.6%
Shuttles	292,881	34,537	28,573	39,033	40,118	13.7%
Ride Plus	-	-	-	-	3,455	-
<b>Total</b>	<b>1,376,767</b>	<b>442,044</b>	<b>644,271</b>	<b>835,502</b>	<b>989,071</b>	<b>71.8%</b>

CALTRAIN   Average Weekday Ridership						
Mode	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Caltrain	70,360	3,873	11,673	18,583	19,939	28.3%

CALTRAIN   Total Ridership						
Mode	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Caltrain	1,726,436	103,686	319,258	478,525	490,706	28.4%

OTHER MODES in San Mateo County   Average Weekday Ridership						
Mode	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Dumbarton	152	52	58	87	106	69.6%
BART (San Mateo County)	46,809	5,195	12,268	18,210	18,914	40.4%

OTHER MODES in San Mateo County   Total Ridership						
Mode	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Dumbarton	3,501	1,138	1,214	1,823	2,328	66.5%
BART (San Mateo County)	1,218,014	138,570	334,100	498,534	525,120	43.1%

**PRE-PANDEMIC FARES COMPARISON**

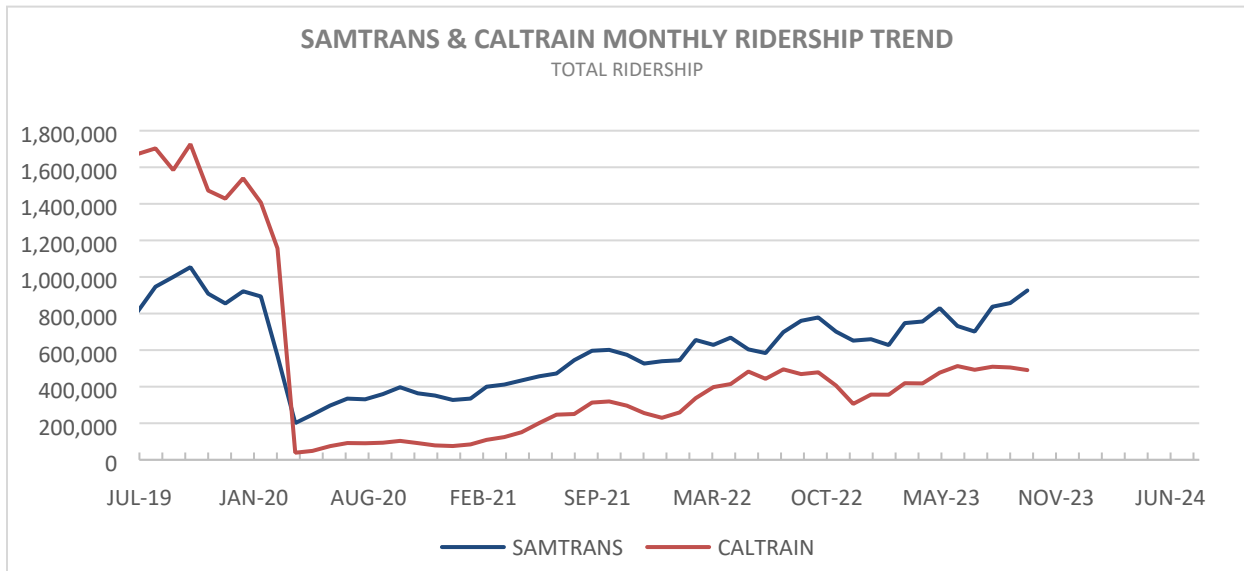
SAMTRANS (BUS)   Fare Usage						
Fare Type	Oct-19	Oct-20	Oct-21	Oct-22	Oct-23	% <sup>3</sup>
Adult	544,817	251,971	338,427	461,588	565,136	103.7%
Youth	245,634	22,830	107,504	143,045	168,085	68.4%
Eligible Discount	265,986	122,157	155,362	173,915	192,900	72.5%
<b>Total</b>	<b>1,056,437</b>	<b>396,958</b>	<b>601,293</b>	<b>778,548</b>	<b>778,548</b>	<b>73.7%</b>

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

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2024) to pre-pandemic year (FY2020). For example, SamTrans Bus Average Weekday Ridership reached 87.5 percent of pre-pandemic levels (2019) for this month of October 2023.

%<sup>3</sup> indicates the rate of ridership recovery, current year (FY2023) to pre-pandemic year (FY2020).

Dumbarton and demand-response service are excluded.



**CUSTOMER EXPERIENCE**

SAMTRANS (BUS)   Customer Experience			
KPI	Oct-21	Oct-22	Oct-23
Complaints	98	86	104
Accessibility	10	8	14
Compliments	22	17	13
Service Requests	29	43	35
<b>Reports Total</b>	<b>159</b>	<b>154</b>	<b>166</b>

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 September (135) to October (166).

**COMMUNICATIONS & MARKETING**

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

- Press Release: "SamTrans Updates Its Quarterly Bus Schedule"
- Press Release: "Free promotional period extended to end of the year for Ride Plus"
- Press Release: "Changes proposed for SamTrans fare structure in 2024"
- Bus Operator Recruitment
- SamTrans Ride Plus (Microtransit)
- Clipper Mobile (ongoing)
- Clipper Start (ongoing)

**Digital Communications Report:**

In October, SamTrans disseminated content primarily focused on Heritage Months and recruitment campaign efforts. We continued our operator recruitment campaign while shifting the primary focus to mechanic and utility worker recruitment. SamTrans staff participated in a partnership event with Skyline College, facilitating connections between their mechanics course students and potential employers, including ourselves. Interviews with operators conducted in their native languages were featured during Hispanic Heritage and Filipino-American History months. Additional initiatives comprised Measure W COC recruitment, a Fare Change public meeting, and a Halloween photoshoot. The month concluded with the announcement of Ride Plus Microtransit receiving an extension on its free fare promotion until the end of the year.

**September Digital Marketing Highlights:**

- Mechanic Recruitment Campaign
- Hispanic Heritage Month
- Filipino American History Month
- Skyline College Mechanic Event
- Ride Plus Free Fares Promo
- Drive With Us Operator Recruitment Campaign
- Throwback Thursday/Flashback Friday SamTrans History Content
- Halloween Content
- Measure W COC Recruitment
- Fare Change Community Meeting
- California Clean Air Day

Prepared By:	Asiya Patel	Planning Analyst II, Strategic Planning	650-508-7913
	Robert Casumbal	Director, Marketing/Market Research	650-508-6280
	Jeremy Lipps	Digital Communications Manager	650-508-7845
	Jamie Vizmanos	Digital Communications Specialist	650-508-7704





**BOARD OF DIRECTORS 2023**

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

APRIL CHAN  
GENERAL MANAGER/CEO

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

**Wednesday, December 6, 2023 – 2:45 pm**

- |   |        |
|---|--------|
| 10.b.1. Call to Order   |        |
| 10.b.2. Approval of Minutes of the Finance Committee Meeting of November 1, 2023  | Motion |
| 10.b.3. Update of Innovative Clean Transit Plan   | Motion |
| 10.b.4. Award of Contract for the Purchase and Delivery of Up to 108 Heavy-Duty, Low-floor Hydrogen Fuel Cell Electric Buses and Disposition of 105 2009 Gillig Diesel Buses          | Motion |
| 10.b.5. Authorization to Sell Two Parcels in the City of San Carlos to the Peninsula Corridor Joint Powers Board for Property Used for the Peninsula Corridor Electrification Project | Motion |
| 10.b.6. Adjourn   |        |

**Committee Members: Jeff Gee (Chair), Marie Chuang, Marina Fraser**

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**

**November 1, 2023**

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

Committee Members Absent: None

Other Board Members Present Constituting Committee of the Whole: D. Canepa, B. Esser, R. Medina, R. Mueller, J. Powell, P. Ratto

Other Board Members Absent: None

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

**9.b.1. Call to Order**

Committee Chair Jeff Gee called the meeting to order at 2:31 pm.

**9.b.2. Approval of Minutes of the Finance Committee Meeting of October 4, 2023**

Motion/Second: Fraser/Chuang

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

**9.b.3. CFO Report for Fiscal Year 2023, Quarter 1 of Fiscal Year 2024, and Outlook for Fiscal Years 2024 and 2025**

Kate Jordan Steiner, Chief Financial Officer, provided the presentation, where it was noted that the District ended Fiscal Year 2023 favorable to budget by \$36.9 million with operating sources \$28.2 million or 8.8 percent higher than budget driven by increases in passenger fares.

Director David Canepa asked what she projected as a financial weakness or concern, and Ms. Jordan Steiner said it was sales tax revenue. Director Canepa asked what they generate in sales tax annually, and Ms. Chan said it averaged \$105 million. Director Canepa asked what decline they were projecting, and Ms. Jordan Steiner said they needed to wait a few more cycles to make that prediction. Director Canepa noted that there are challenges regarding the benefits of paying down liabilities.

Director Brooks Esser asked about operating expenses, and fuel and electricity costs. Connie Mobley-Ritter, Director, Treasury, said the purpose of the hedge is to have a stable fuel budget in the face of fluctuating fuel prices.

**9.b.4. Award of Contract for the Purchase and Delivery of 21 2023 MobilityTrans 350EL Paratransit Vehicles and Authorize Disposition of 21 2015 Paratransit Cutaway Vehicles**

Kevin Yin, Director, Contracts and Procurement, presented the staff report for the purchase of new 2023 vehicles to ensure continued and reliable paratransit service.

Motion/Second: Medina/Chuang

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

**9.b.5. Award of Contract for Contracted Urban Bus Services and Amendment of Fiscal Years 2024 and 2025 Operating Budgets to \$270,186,894 and \$281,865,060, Respectively**

David Olmeda, Chief Operating Officer, Bus, provided the presentation, noting that the contract is one of many contracted services the District has had in effect since its inception for how they deliver services.

Director Canepa asked how MV Transportation (MV) was as an operator. Mr. Olmeda said that MV has demonstrated a willingness to work together with SamTrans over the years of their contract. Director Canepa remarked on the increase in indemnity insurance. Joan Cassman, Legal Counsel, said transit agencies were better positioned in the insurance market in past years. She said it was deemed appropriate to ask operators to provide their own liability insurance up to the first \$5 million.

Mr. Olmeda introduced Kevin Klika, President and Chief Operating Officer, MV Transportation, who provided a history of MV's 20-year partnership with SamTrans.

Director Ray Mueller asked if there were service reductions with the contract, and Mr. Olmeda said no. He added that DNOs (Did Not Operate) have been drastically reduced.

Chair Josh Powell said he was pleased the Mr. Klika had addressed the reduction of DNOs.

Director Esser asked if bringing all operators in house had been considered. Mr. Olmeda said they had considered it, but there are challenges with absorbing services.

Committee Chair Gee suggested that the District acquire the land for a full fleet to be more competitive in the future. April Chan, General Manager/CEO, said the current MV contract is best for the current situation plus going forward with zero-emission buses, and Committee Chair Gee concurred.

Public Comment:

Aleta Dupree said she had not been aware that SamTrans works with a contractor to provide bus service.

Roland said in regard to the potential acquisition of land that there is a parcel that is directly adjacent to PG&E's (Pacific Gas and Electric) right of way that would be advantageous in the light of the transition to zero-emission vehicles.

Motion/Second: Chuang/Esser

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

**9.b.6. Adjourn**

The meeting adjourned at 3:24 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Finance Committee  
Through: April Chan, General Manager/CEO  
From: David Olmeda, Chief Operating Officer, Bus  
Subject: **Update of Innovative Clean Transit Plan**

**Action**

Staff proposes the Committee recommend the Board of Directors (Board) adopt an update to the SamTrans Innovative Clean Transit Plan (Plan) that will guide replacement of the San Mateo County Transit District's (District) diesel bus fleet with zero-emission buses (ZEBs) by 2034 (instead of 2038), including a mix of battery-electric buses (BEBs) and hydrogen fuel-cell electric buses (FCEBs).

**Significance**

The Plan was developed to provide the District with a road map to transition its buses to a 100 percent zero emission fleet in compliance with a mandate from the California Air Resources Board (CARB). CARB's ICT regulation requires public transit agencies to transition to 100 percent zero emission fleets by 2040.

The current Plan, which was approved by the Board in December 2020, provides that the District would:

- Procure BEBs to replace its diesel buses at the end of their useful lives.
- Procure one last sub-fleet of diesel buses to replace the set of 72 diesel buses when they reach the end of their useful lives to provide time to design and construct the charging infrastructure necessary for replacement with BEBs.
- Thereafter, procure BEBs to replace the remaining diesel buses when they reach the end of their useful lives.
- Complete the transition to 100 percent zero emission vehicles by 2038.

Since approval of the Plan, the District, in close collaboration with industry experts and experienced transit agencies, has carefully evaluated ZEB technology and the changing state of the industry in the context of what will best serve the agency and its riders. The evaluation compared BEBs to FCEBs, and found that FCEBs provide operational benefits that BEBs do not provide, including the following:

- FCEBs have a travel range of approximately 300 miles per fueling while BEBs have a travel range of approximately 200 miles per charge.
- It takes about 15 minutes to fuel a FCEB as compared to 4 to 6 hours to charge a BEB.

Because of the operational benefits that FCEBs provide, particularly for operations out of North Base, where several routes require buses to travel more than 200 miles per day, the District has pursued a demonstration program consisting of procuring FCEBs to replace 10 diesel buses that

have reached the end of their useful lives and acquiring a mobile hydrogen refueler to fuel the 10 buses for two years. The Board approved the purchase of these 10 FCEBs in June 2022 and the acquisition of a hydrogen mobile refueler in May 2023. The Board also authorized modifications to four maintenance bays at North Base to safely accommodate indoor maintenance of the FCEBs in May 2023.

In addition, the District has completed a life-cycle cost analysis for North Base, which showed significant capital cost savings with FCEBs as compared to BEBs.

Staff provided the results of the evaluation and life-cycle cost analysis at a Board workshop in March 2023 and made the following recommendations:

- Replace the entire remaining diesel fleet at North Base with FCEBs (instead of BEBs) and construct a hydrogen fueling station to fuel the buses.
- Eliminate the intermediate step of replacing 72 diesel buses in-kind when they reach the end of their useful lives, and replace them instead with FCEBs, which is possible because a hydrogen fueling station can be installed before the FCEBs are delivered.
- With removal of the mid-ZEB transition purchase of additional diesel buses, work towards having a 100 percent zero emission fleet by 2034 instead of 2038.
- Defer the decision on which type of zero emission buses to purchase for South Base until 2024, after the District has experience with both BEBs and FCEBs.

Staff has updated the Plan to align with Staff's recommendations at the March 2023 Board workshop. Staff then met with the Board's Innovative Clean Transit/Sustainability Ad Hoc Advisory Committee, which reviewed staff's work and provided feedback on staff's recommendation. The staff recommendation above reflects input received from the Committee.

If the Board approves the Updated ICT Plan, attached as Exhibit A, staff will seek authority as a separate agenda item to purchase the next set of FCEB buses, consistent with the new Plan.

#### **Budget Impact**

There is no impact to the budget at this time.

#### **Background**

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

In December 2020, the Board approved its Plan to comply with CARB's mandate. The Plan provided a road map for SamTrans to complete its transition to a 100 percent zero-emission fleet without early retirement of its vehicles. Under the 2020 Plan, the District is scheduled to complete its transition to a 100 percent zero emission fleet by 2038.

Prepared By: Liria Larano

Deputy Chief, Bus Fleet and Facilities  
Infrastructure

650-622-7828

**Resolution No. 2023-**

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

\* \* \*

**Adopting an Update to the SamTrans Innovative Clean Transit Plan**

**Whereas**, in 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) regulation requiring public transit agencies to transition to 100 percent zero emission fleets by 2040; and

**Whereas**, the SamTrans ICT Plan (Plan) was developed to provide the San Mateo County Transit District (District) with a roadmap to transition its fleet to a 100 percent zero emission fleet in compliance with a mandate from the CARB; and

**Whereas**, the current Plan, which was approved by the Board of Directors (Board) in December 2020, provides that the District would:

- Procure battery electric buses (BEBs) to replace its diesel buses at the end of their useful lives.
- Procure one last sub-fleet of diesel buses to replace one set of 72 diesel buses when they reach the end of their useful lives to provide time to design and construct the charging infrastructure necessary for replacement with BEBs.
- Thereafter, to procure BEBs to replace the District's remaining diesel buses when they reach the end of their useful lives.
- Complete the transition to 100 percent zero emission vehicles by 2038; and

**Whereas**, since approval of the Plan, the District, in close collaboration with industry experts and experienced transit agencies, has carefully evaluated zero-emission bus technology and the changing state of the industry in the context of what will best serve the agency and its riders; and

**Whereas**, the evaluation compared BEBs to hydrogen fuel cell electric buses (FCEBs), and found that FCEBs provide operational benefits that BEBs do not provide, including the following:

- FCEBs have a travel range of approximately 300 miles per fueling while BEBs have a travel range of approximately 200 miles per charge.
- It takes about 15 minutes to fuel a FCEB as compared to 4 to 6 hours to charge a BEB; and

**Whereas**, the District has pursued a demonstration program consisting of procuring FCEBs to replace 10 diesel buses that have reached the end of their useful lives and acquiring a mobile hydrogen refueler to fuel the 10 buses for 2 years because of the operational benefits that FCEBs provide, particularly for operations out of North Base, where several routes require buses to travel more than 200 miles per day; and

**Whereas**, the Board approved the purchase of these 10 FCEBs in June 2022 and the acquisition of a hydrogen mobile refueler in May 2023; and

**Whereas**, the Board also authorized modifications to four maintenance bays at North Base to safely accommodate indoor maintenance of the FCEBs in May 2023; and

**Whereas**, the District has completed a life-cycle cost analysis for North Base, which showed significant capital cost savings with FCEBs as compared to BEBs; and



**Whereas**, Staff provided the results of the evaluation and life-cycle cost analysis at a Board workshop in March 2023 and made the following recommendations:

- Replace the entire remaining diesel fleet at North Base with FCEBs (instead of BEBs) and construct a hydrogen fueling station to fuel the buses.
- Eliminate the intermediate step of replacing 72 diesel buses in-kind when they reach the end of their useful lives, and replace them instead with FCEBs, which is possible because a hydrogen fueling station can be installed before the FCEBs are delivered.
- With removal of the mid-ZEB transition purchase of additional diesel buses, work towards having a 100 percent zero emission fleet by 2034 instead of 2038.
- Defer the decision on which type of zero emission buses to purchase for South Base until 2024, after the District has experience with both BEBs and FCEBs; and

**Whereas**, the General Manager/CEO proposes, and the Finance Committee concurs, that the Board adopt an update to the Plan reflecting the recommendations listed above.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District adopts an update to the SamTrans Innovative Clean Transit Plan reflecting the recommendations listed above and as set forth in Exhibit A.

Regularly passed and adopted this 6th day of December, 2023 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary



SAN MATEO COUNTY TRANSIT DISTRICT

## **SAMTRANS INNOVATIVE CLEAN TRANSIT ROLLOUT PLAN**

NOVEMBER 2023  
DRAFT



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## ACRONYMS/TERMS

Acronym or Term	Description or Definition
AC Transit	Alameda-Contra Costa Transit District
BEB	Battery-Electric Bus
CMS	Charge Management System
CNG	Compressed Natural Gas
CO2	Carbon dioxide
DAC	Disadvantaged Community
EJ	Environmental Justice
EPA	U.S. Environmental Protection Agency
EVSE	Electric Vehicle Supply Equipment
°F	Degrees Fahrenheit
FCEB	Fuel Cell Electric Bus
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GVWR	Gross Vehicle Weight Rating
HVAC	Heating, Ventilation, And Air Conditioning
ICE(B)	Internal Combustion Engine (Bus)
kg	Kilogram
kW	Kilowatt
kWh	Kilowatt Hour
MW	Megawatt
NFPA	National Fire Protection Association
OEM	Original Equipment Manufacturer
O&M	Operations and Maintenance
OSHA	Occupational Safety and Health Administration
PM	Particulate Matter
PPE	Personal Protective Equipment

Acronym or Term	Description or Definition
PV	Photovoltaic
RFP	Request For Proposal
SamTrans	San Mateo County Transit District
SARTA	Stark Area Regional Transit Authority
SMR	Steam Methane Reformation
SOC	State of Charge
WSP	WSP USA, Inc.
ZE(B)	Zero-Emission (Bus)
ZEV	Zero-Emission Vehicles

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# 1 INTRODUCTION

The following sections provide an overview of the project background, purpose and approach of this report, and the report structure.

## 1.1 PROJECT BACKGROUND

In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation that requires all public transit agencies in California to gradually transition all fleet vehicles that have a gross vehicle weight rating (GVWR) greater than 14,000 to 100-percent zero-emission (ZE) by 2040. San Mateo County Transit District (SamTrans) has been in the process of planning and initiating the transition to a zero-emission transit fleet since that time. The initial step to meeting that mandate was for SamTrans to complete a Rollout Plan documenting a roadmap for the transition. SamTrans' CARB ICT Rollout Plan (2020 Plan) was approved by the SamTrans Board on December 2, 2020, and accepted by the state. The 2020 Plan provides a transition roadmap that the District would:

- Procure battery electric buses (BEBs) to replace its diesel buses at the end of their useful lives.
- Procure one last sub-fleet of diesel buses to replace the set of 72 diesel buses when they reached the end of their useful lives to provide time to design and construct the charging infrastructure necessary for replacement with BEBs.
- Thereafter, procure BEBs to replace the remaining diesel buses when they reach the end of their useful lives.
- Complete the transition to 100 percent zero emission vehicles by 2038.

Since then, SamTrans has, in close collaboration with industry experts and experienced transit agencies, carefully evaluated zero-emission bus technology and the changing state of the industry in the context of what will best serve the agency and its riders. Additionally, SamTrans has completed two studies that explore the capabilities and requirements for operating BEBs and FCEBs, as well as Greenhouse Gas (GHG) emissions from each technology. Consistency in operation, infrastructure, training, and performance are all important factors. In May 2022, staff introduced the hydrogen technology to the board during a workshop session. In March 2023, Staff presented a technology comparison of BEB and FCEB and a life cycle cost analysis for the North Base. Because of the operational benefits and estimated time and cost savings that FCEBs provide, particularly for operations out of North Base, the District has pursued a demonstration program consisting of procuring FCEBs to replace 10 diesel buses that have reached the end of their useful lives and acquiring a mobile hydrogen refueler to fuel the 10 buses for 2 years. The Board approved the purchase of these 10 FCEBs in June 2022 and, in May 2023, the acquisition of a hydrogen mobile refueler, a 2-year hydrogen supply contract for 10 FCEBs, and modifications of 4 maintenance bays at the North Base to enable indoor maintenance of FCEBs. SamTrans since then shifted from pursuing a BEB fleet to a mixed fleet of both BEBs and FCEBs.



As a result of the above-mentioned efforts, the 2020 Plan was revised to incorporate not only battery-electric buses (BEBs), but also fuel cell hydrogen electric buses (FCEB). Additionally, cost estimates and procurement and facility timelines were further revised. This updated Rollout Plan (2023 Plan) synthesizes the content from the previous revisions of the Rollout Plan and provides additional updates to the agency's ICT goals and strategies to transition to zero-emission bus (ZEB) technology.

In addition to fulfilling the CARB mandate, this updated Rollout Plan also meets the requirements of a ZE Transition Plan required by the Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. §5339(b)) and the Low or No Emission Program (49 U.S.C. § 5339(c)). SamTrans has also produced extensive PowerPoint presentations documenting the efforts and plans.

## 1.2 PURPOSE AND APPROACH

This Rollout Plan aims to document the latest updates of the ongoing efforts that have been implemented to comply with the CARB ICT regulations. It also evaluates additional considerations for future ZE technology selection (see the Market Conditions and Workforce sections), provides updated information of analyses, and presents the most updated strategies to achieve a full ZE fleet.

This Rollout Plan is a living document to assist the planning, design, construction, acquisition, and implementation of zero-emission technology. This document outlines a plan to guide SamTrans' transition from diesel and gasoline-powered vehicles to zero-emission by 2033, without early retirement of diesel vehicles.

## 1.3 REPORT STRUCTURE

This report is organized into nine primary sections:

- 1 Introduction** – Overview of the *Rollout Plan* and the report's purpose, approach, and structure.
- 2 Policies and Regulations** – Regional, state, and federal policies that are guiding the transition to ZE technology
- 3 Existing Conditions** – Overview of the service and facility conditions
- 4 Market Conditions** – Current state of BEB and FCEB bus technologies, as well as infrastructure
- 5 Facilities Transition Plan** – Service modeling, facilities design, and power and energy requirements
- 6 Equity Analysis** – Initial analysis demonstrating environmental justice impacts
- 7 Workforce, Training, and Operations** – Workforce implications and training recommendations
- 8 Costs and Funding** – Reviews the costs associated with operating and maintaining BEBs and FCEBs
- 9 Conclusion and Next Steps**

## 2 POLICIES AND REGULATIONS

### 2.1 CALIFORNIA AIR RESOURCES BOARD'S INNOVATIVE CLEAN TRANSIT REGULATION

The CARB ICT regulation became effective in October 2019 and requires all public transit agencies in the state to transition from internal combustion engine (ICE) buses to ZEBs by 2040. The regulation requires a progressive increase of an agency's new bus purchases to be ZEBs based on its fleet size. By 2040, CARB expects all transit agencies in the state to be operating only ZEBs.

To ensure that each agency has a strategy to comply with the 2040 requirement, the ICT regulation requires each agency to submit a ZEB Rollout Plan before purchase requirements take effect. The Rollout Plan is considered a living document and is meant to guide the implementation of ZEB fleets and help transit agencies work through many of the potential challenges and explore solutions.

In 2020, the SamTrans Board of Directors approved a plan to convert the fleet to 100% zero-emission. Since then, the Board has approved the purchase of 37 BEBs and 10 FCEBs for the SamTrans fleet.

### 2.2 OTHER POLICIES AND REGULATIONS

The Clean Air Act of 1970, with subsequent amendments, specifies a set of responsibilities and relationships among federal, state, and local agencies to limit emissions. The regulatory agencies responsible for the implementation and enforcement of air quality rules and regulations associated with stationary, mobile, and portable equipment emission sources in San Mateo County include:

- Federal: The United States Environmental Protection Agency
- State: The California Environmental Protection Agency (CalEPA)
- State: The California Air Resources Board (CARB)
- Regional: The Bay Area Air Quality Management District
- Regional: The North Coast Air Quality Management District (NCAQMD)

California's holistic plan addresses challenging mandates to meet federal air quality standards and protect public health and climate. Heavy-duty vehicle programs, including the first of its kind ICT regulation, promote the transportation sector's transition to zero-emission technologies. They aim to save energy, reduce dependency on fossil fuels, create a cleaner grid, and expand the ZEV industry to bring high-quality jobs. State and regional initiatives for transportation electrification are aligned with the development of transit-oriented communities, better connectivity, and active transportation.

California Governor Gavin Newsom's Executive Order N-70-20 mandates to end sales of gas-powered cars by 2035 and sets a target for the transportation sector to reach carbon neutrality by 2045. CARB has adopted the Advanced Clean Fleets (ACF) and Advanced Clean Trucks (ACT) regulations as part of California's broader efforts to combat climate change and reduce air pollution by promoting the adoption of zero-emission vehicles. These regulations play a crucial role in California's transition to a more sustainable and environmentally friendly transportation system.

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## 3 EXISTING CONDITIONS

The following sections provide the existing conditions of SamTrans' current service, fleet, power capacity, and facilities.

### 3.1 SERVICE

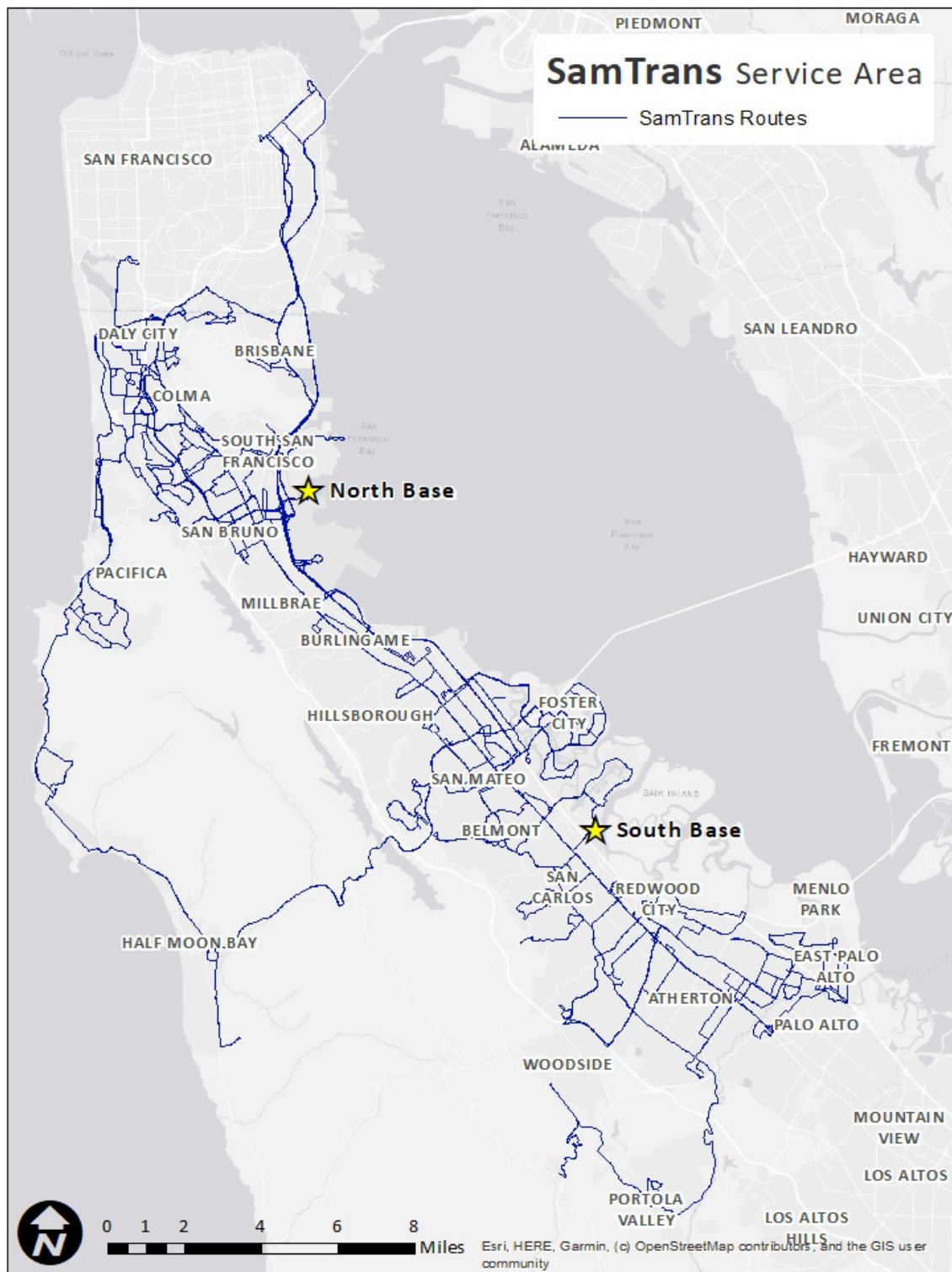
#### 3.1.1 FIXED-ROUTE SERVICE

As of August 2022, SamTrans operates approximately 67 fixed routes in San Mateo County, with a few routes also serving parts of San Francisco and Santa Clara counties. The services are originating out of two facilities: North Base in South San Francisco and South Base in San Carlos (Figure 2-1). The service consists of frequent, local, community, express/limited-stop, school-oriented, owl, and special routes.

Prior to COVID-19, the agency logged more than 35,000 passenger boardings each weekday, providing nearly seven million miles of passenger bus service per year to access jobs and economic activity throughout the county. By August 2022, SamTrans' operations remained scaled down relative to pre-pandemic level. Yet, during FY 2022, SamTrans had recovered 70 percent of its pre-pandemic ridership. Thus, moving forward, SamTrans is not only aiming to recover the ridership levels, but also on optimizing routes efficiency to streamline resources and enhance overall system efficacy.

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Figure 2-1. SamTrans Service Map



Source: SamTrans, WSP

### 3.1.2 PARATRANSIT SERVICE

Paratransit service serves people with disabilities who cannot independently use SamTrans fixed-route bus service some or all of the time. The San Mateo County Transit District provides two paratransit services: Redi-Wheels on the bayside of the county and RediCoast on the coast. Redi-Wheels serves San Mateo County east of I-280, plus the towns of Pacifica, Woodside, and Portola Valley. Redi-Wheels provides access to Palo Alto north of Embarcadero Road, Palo Alto Veterans Administration Medical Center, Vista Center, and the REACH program. Trips must be scheduled at least one day in advance. RediCoast service the San Mateo County coastal area from south of Devil’s Slide to the border of Santa Cruz County and La Honda. Redi-Wheels Paratransit (and occasionally RediCoast) also serves the Stonestown area and Bayshore corridor of San Francisco.

Redi-Wheels and RediCoast operate at least during the same hours and serve the same areas as SamTrans fixed-route bus service for their respective locations (exceeding the ¼-mile requirement set forth by the Federal Transit Administration/FTA). RediCoast uses small buses, and Redi-Wheels uses small buses, mini-vans, sedans, and taxis to transport customers.

## 3.2 FACILITIES

SamTrans operates both fixed-route and paratransit services out of two bus facilities: North Base in South San Francisco and South Base in San Carlos.

### 3.2.1 NORTH BASE

Constructed in 1988, the North Base houses 136 buses and para-transit vehicles and is situated on 27 acres with 110,400 square feet of buildings serving functions from maintenance to operations (Figure 2-2). The base is located at 301 North Access Road in South San Francisco. Due to its location, North Base also faces sea level rise and erosion challenges.

Figure 2-2. North Base

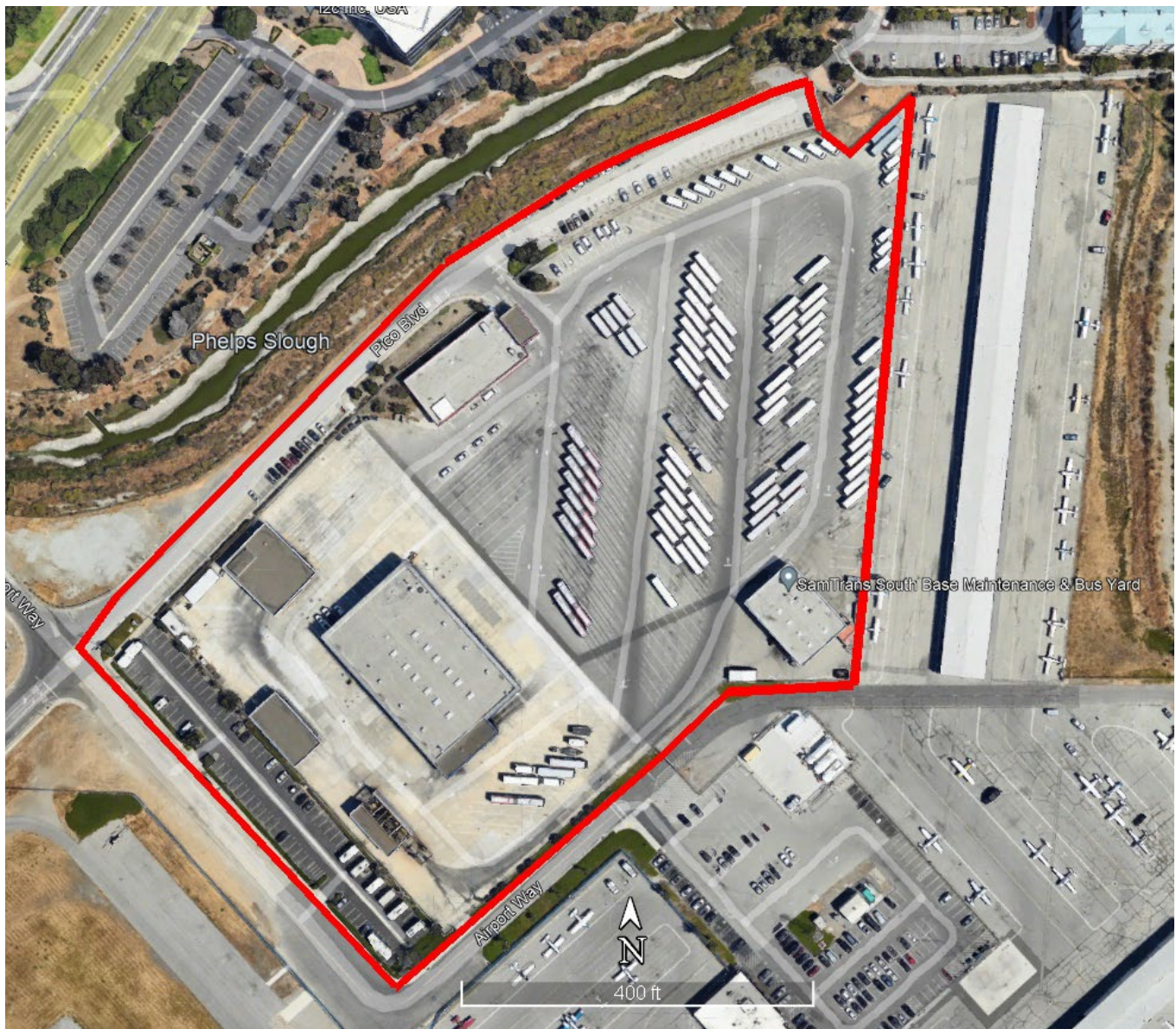


Source: Google Earth

### 3.2.2 SOUTH BASE

Built in 1984, the South Base houses 109 buses and is situated on 13 acres with 51,400 square feet of buildings serving functions ranging from maintenance and operations to brake inspection (Figure 2-3). The base is located at 501 Pico Boulevard in San Carlos, CA 94070.

Figure 2-3. South Base



Source: Google Earth

### 3.2.3 OTHER CONTRACTED OPERATOR FACILITIES

SamTrans also owns a 3,000 square foot Brewster Depot in Redwood City, built in 1940. The facility is currently used by MV Transportation and First Transit for storage and dispatching. There are no SamTrans-owned service support vehicles stored at Brewster. MV Transportation operated vehicles are also stored at their Half Moon Bay and San Francisco bases. It is assumed in this Plan that the service contract with MV Transportation will expire in 2029, and vehicles operated by MV Transportation will eventually be shifted to the North Base or the South Base. Furthermore, at present, there are no plans to introduce ZEB supporting infrastructure at the Brewster depot.



### 3.3 FLEET PORTFOLIO

#### 3.3.1 FIXED-ROUTE FLEET

As of Quarter 4 of 2023, SamTrans operates a total of 311 buses (Table 2-1) for its fixed-route transit services from four sites, the North Base, the South Base, the MV-owned facilities, and the Coast Service facility. Note that SamTrans’ contracted operator, MV Transportation, owns two facilities in San Francisco and Half Moon Bay, which are collectively referred as “MV-owned facilities” in this report. SamTrans doesn’t control the vehicle allocation between the two MV Transportation’s owned facilities.

**Table 3-1. SamTrans Fleet Inventory (October 2023)**

Vehicle Year & Model	North Base	South Base	MV-Owned Facilities	Coast Service
2009 Gillig	40	39	46	
2013 Gillig	14	11		4
2014 Gillig	11	16		6
2017 Gillig	27	23		
2019 New Flyer Artic	25	20	10	
2022 BEB model	1			
2023 BEB model	16			
20023 FCEB model	2			
<b>Facility Total</b>	<b>136</b>	<b>109</b>	<b>56</b>	<b>10</b>

Source: SamTrans

#### 3.3.2 PARATRANSIT FLEET

There are currently a total of 70 paratransit vehicles used by SamTrans paratransit service and all of them are powered by gasoline. Table 2-2 shows the existing paratransit fleet by year and type.

**Table 3-2. Existing Paratransit Fleet**

Model Year	Bus Length/Type	Quantity
2013	22’ Cutaway, Redi-Wheels	13
2014	Minivan, Redi-Wheels	14
2015	22’ Cutaway, Redi-Wheels	21
2017	Minivan, Redi-Wheels	10

Model Year	Bus Length/Type	Quantity
2017	22' Cutaway, Redi-Wheels	9
2018	22' Cutaway	3
<b>Total</b>		<b>70</b>

Source: SamTrans, WSP

### 3.4 POWER AND ENERGY

Content in development...

**GRID INFRASTRUCTURE**

**RESILIENCY**

**APPLICABLE TARIFFS**

DRAFT

## 4 MARKET CONDITIONS

The following sections provide an overview of zero-emission vehicle technology, the market availability of zero-emission vehicles and charging/fueling infrastructure, recent technology developments, and policies and regulations that could support ZE transition. There are currently two commercially viable ZE bus technologies to transit agencies: BEB and FCEB. Both technologies are being procured by SamTrans. BEBs are the most widely adopted ZE bus technology in the US, though FCEB technology remains an appealing option due to its longer range and operational flexibility during power outages or rolling black outs. This chapter will discuss both battery-electric and hydrogen fuel-cell technologies.

### 4.1 TECHNOLOGY OVERVIEW

#### 4.1.1 BATTERY-ELECTRIC TECHNOLOGY

BEBs utilize on-board batteries to store and distribute energy, powering both the electric motor and other systems. Fuel economy for BEBs is measured in kWh per mile. Several variables such as heating, ventilation, and air conditioning (HVAC) usage, driver behavior, and route topography can influence fuel economy and consequently, vehicle range. Presently, BEBs offer a shorter range in comparison to traditional internal combustion engine buses (ICEBs). Expanding battery capacity for greater vehicle range often reduces passenger capacity due to GVWR restrictions, stemming from batteries' weight and lesser energy density in terms of weight compared to traditional fossil fuels.

While BEBs produce no emissions during daily operations, benefiting both environmental and public health, the emissions associated with electricity generation depend on the energy mix of the electrical grid. A grid reliant on renewable energy sources will produce fewer emissions during power generation.

#### **CHARGING ECOSYSTEM**

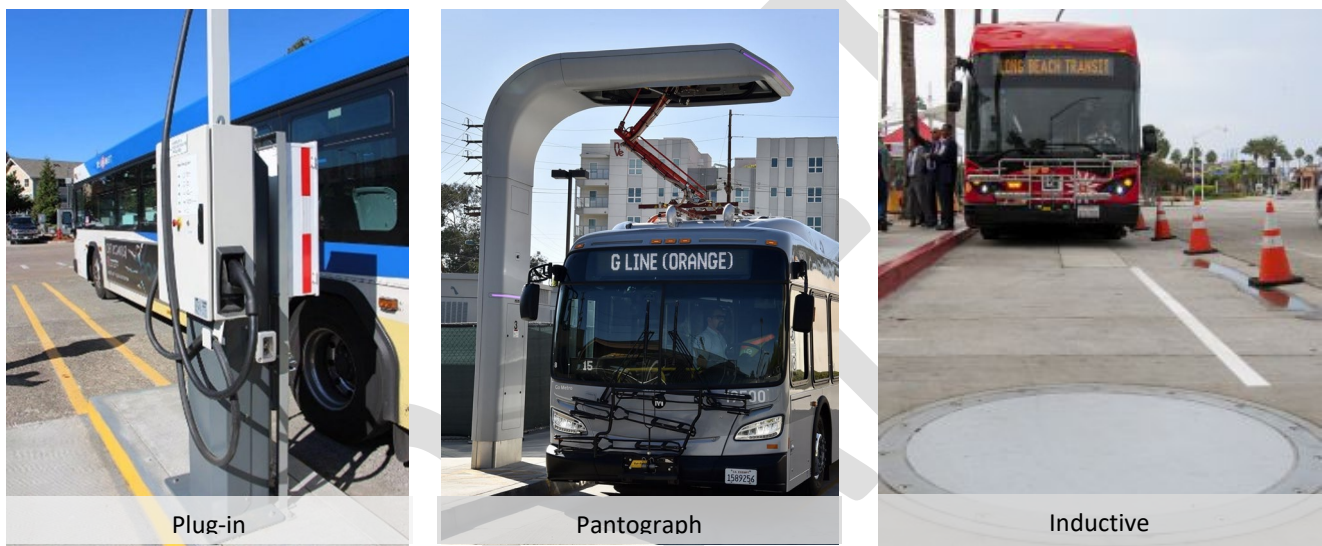
BEBs, like many battery-powered devices, require charging. Charging options include depot charging, on-route charging, or a hybrid of both. If utilizing depot charging only without on-route charging, the buses typically have bigger capacity batteries, that will charge for four to eight hours using relatively slower chargers. This method ensures vehicles are fully charged for the morning operations. Depending on the charging management strategy, depot charging might require substantial power at the depot, possibly requiring utility upgrades or new equipment. Designing or remodeling a bus depot for charging requires planning and efficient space utilization, thus a phased approach aligning with fleet transition to BEBs is suggested.

Meanwhile, on-route charging usually uses buses with smaller battery capacities, which are charged rapidly during layovers. This approach is particularly beneficial for long routes. Several factors need to be considered for on-route charging, including service schedule, land ownership, power access, charger cost due to faster charging rates, and utility rates. Charging might coincide with peak utility rates, leading to higher costs than overnight charging.

Electric Vehicle Supply Equipment (EVSE), or chargers, generally fall into one of three categories: plug-in dispenser, pantograph, or inductive charger. While depot chargers can employ all three types, on-route chargers predominantly use pantograph or inductive systems. Figure 4-1 illustrates these three dispenser types.

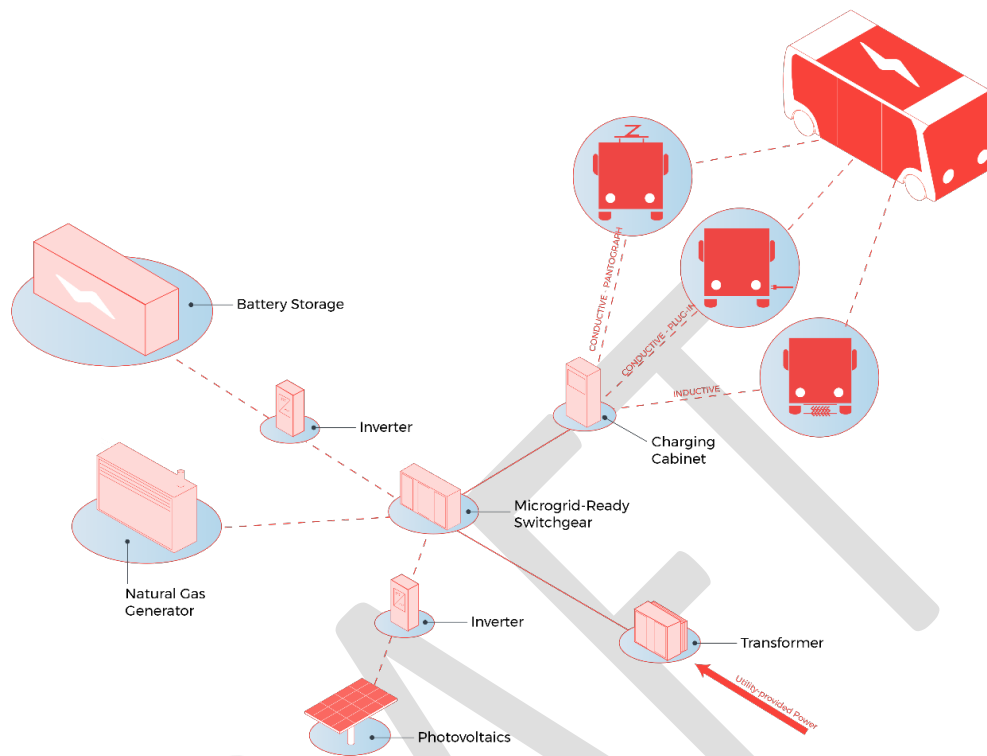
To supply power to battery electric buses, EVSE, an appropriate dispenser, and all necessary upstream power equipment are required. Figure 4-2 shows a conceptual configuration of the necessary equipment, regardless of the dispenser type. Note that although this configuration features photovoltaics, battery storage, and a natural gas generator, this equipment is not necessary to provide power to the charging stations.

**Figure 4-1. EVSE Dispenser Types**



Source: TriMet, LA Metro, and Long Beach Transit (left to right)

**Figure 4-2. BEB Charging Conceptual Configuration**



Source: WSP

#### 4.1.2 FUEL-CELL ELECTRIC TECHNOLOGY

FCEBs use a combination of a hydrogen fuel storage tank, fuel cell, electric motor, and a supplementary battery pack, primarily for regenerative braking energy storage. While FCEBs operate with electric motors, power generation occurs in real-time via the fuel cell rather than storing energy in battery packs. In this process, hydrogen from the storage tank passes through the fuel cell, undergoing a chemical reaction that separates it into electricity and water. This electricity powers the motors and other systems, while water exits as vapor from the tailpipe.

Fuel consumption in FCEBs is measured in kg per mile. Generally, FCEBs boast a longer range than BEBs, with variables such as ambient temperature and slope exerting less influence on their performance, making them operationally similar to ICEBs. Though FCEBs produce no tailpipe emissions, upstream emissions vary depending on the hydrogen production method. Hydrogen can be produced on-site or off-site, categorized into gray, blue, or green types, reflecting varying upstream emissions. Table 4-1 describes the emissions stemming from each category.

**Table 4-1. Hydrogen Fuel Production Emission Categories**

Gray	Blue	Green
<ul style="list-style-type: none"> <li>Produced with natural gas using Steam Methane Reformer (SMR). Carbon dioxide (CO<sub>2</sub>) is emitted into the atmosphere.</li> <li>Currently, the most prevalent hydrogen production method.</li> <li>Largest emissions compared to blue and green hydrogen.</li> </ul>	<ul style="list-style-type: none"> <li>Produced with natural gas using SMR. CO<sub>2</sub> is captured and stored (carbon capture storage/CCS).</li> </ul>	<ul style="list-style-type: none"> <li>Produced using electrolysis. No CO<sub>2</sub> is emitted.</li> <li>Requires a significant amount of water and power and is currently the most expensive hydrogen compared to gray and blue hydrogen.</li> <li>Emissions will depend on electricity grid.</li> </ul>

Source: WSP

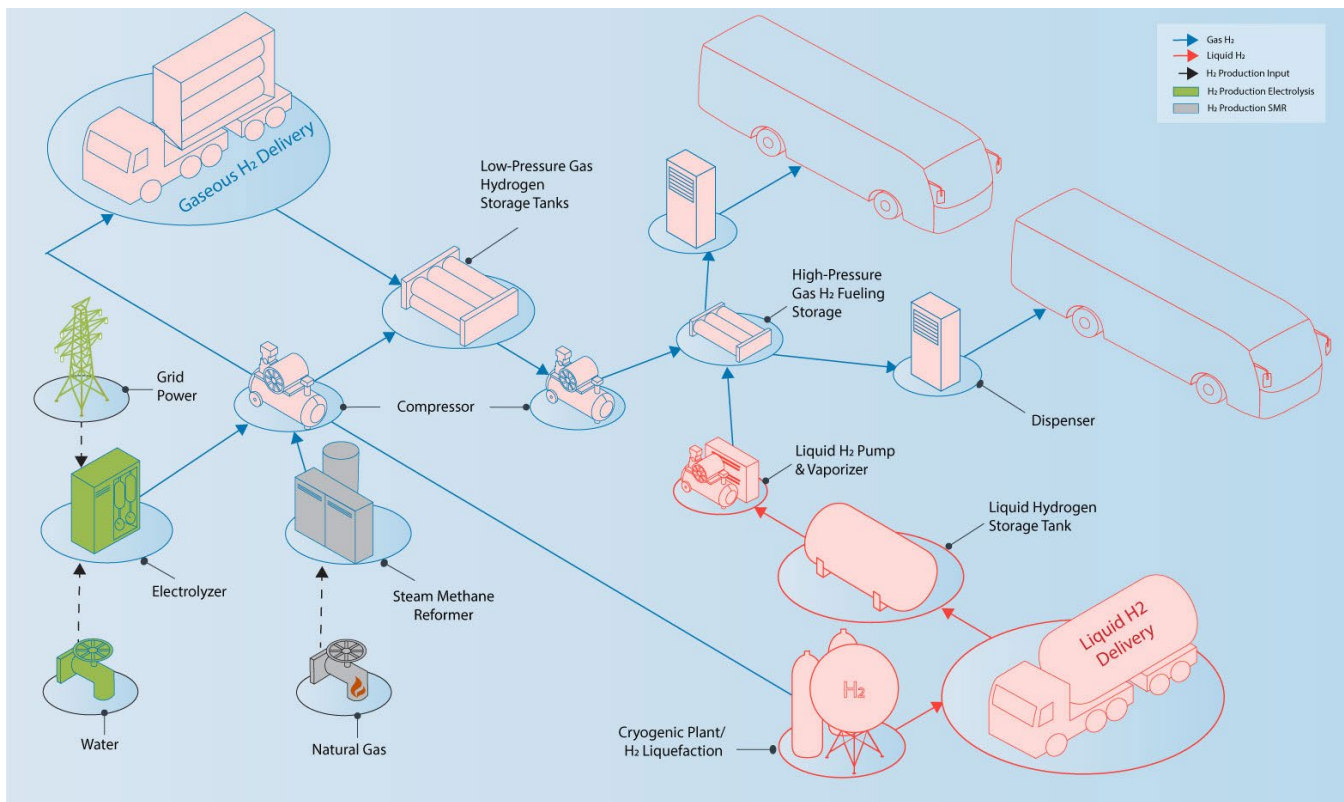
**HYDROGEN FUELING STATION ECOSYSTEM**

Figure 4-3 illustrates a standard FCEB fueling system. If SamTrans sources hydrogen from external suppliers, it can be transported in liquid or gaseous form. On-site production typically yields gaseous hydrogen, which will be distributed to the storage tank via underground pipelines. A liquefaction factory is needed to convert gaseous hydrogen to liquid hydrogen and is typically only available in industrial scale. Thus, liquid hydrogen is mainly available through off-site fuel suppliers.

FCEB uses high-pressure gaseous storage onboard. Thus, stored liquid hydrogen would need to be vaporized and compressed before it could be utilized by the buses. Similarly, stored gaseous hydrogen would need to be further compressed to align with the high-pressure requirements of the onboard storage systems. The compressed high-pressure gas hydrogen will be stored in the high-pressure fueling storage before being dispensed to the buses as needed.

Regardless of the method chosen for delivery, storage, and fueling of hydrogen, it is critical to remember that hydrogen has unique safety considerations. Given its properties as a light and flammable gas, safety setbacks and precautionary measures might be required in accordance with safety codes. National Fire Protection Association (NFPA) 2 provides most of the guidelines for these requirements. Facility upgrades may be necessary, including the installation of flame and hydrogen detection sensors, sloped roofs, and enhanced ventilation systems.

**Figure 4-3. Hydrogen Generation, Distribution, Storage, and Fueling**



Source: WSP

Table 4-2 outlines the advantages and disadvantages of liquid and gaseous hydrogen delivery, storage, and fueling methods.

**Table 4-2. Hydrogen Delivery, Storage, and Fueling Pros and Cons**

	Pros	Cons
<b>Liquid</b>	<ul style="list-style-type: none"> <li>• Higher density than the gaseous form:</li> <li>• Larger amount of hydrogen that can be transported per delivery instance which equal to less delivery.</li> <li>• Allows for much larger quantities of hydrogen in a smaller footprint.</li> <li>• More suitable for long distance transport (more than 200 miles) due to its high density.</li> <li>• Require lower pressure storage tank which requires less safety measures (100-120 psi, equal to 8.5 bar)*</li> </ul>	<ul style="list-style-type: none"> <li>• Mostly only available from third-party suppliers due to the need for liquefaction</li> <li>• Specialized storage and transfer equipment that can handle cryogenic temperatures are required.</li> <li>• Higher chance for loss from boil-off because the hydrogen is stored in a cryogenic temperature (around -253°C or -423°F). Even a very slight increase in temperature can cause the liquid to revert to its gas stage.</li> </ul>

	Pros	Cons
	<ul style="list-style-type: none"> <li>Will use cryogenic liquid hydrogen pump that has fueling time comparable to diesel.</li> </ul>	
<b>Gas</b>	<ul style="list-style-type: none"> <li>No liquefaction process is necessary, making it more energy efficient.</li> <li>Gaseous storage and dispensing infrastructure are typically less complex than their liquid counterparts.</li> </ul>	<ul style="list-style-type: none"> <li>Lower density than liquid hydrogen, resulting in smaller amount of hydrogen that can be transported at a time.</li> <li>Typically preferred only for short-distance deliveries (under 200 miles).</li> <li>Storage tanks will have higher operating pressure (200-450 bar)*, which may need more safety measures.</li> <li>Use mechanic or ionic compressor with slower fueling time compared to the cryogenic liquid hydrogen pump.</li> </ul>

Source: WSP

\*Based on AC Transit and SunLine Transit current equipment

## 4.2 MARKET AVAILABILITY

### 4.2.1 VEHICLE AVAILABILITY

#### MEDIUM AND HEAVY DUTY BUS

As of 2023, more original equipment manufacturers (OEMs) offer BEBs than FCEBs (Table 4-3) in the U.S. transit market. The FCEB market is predominantly limited to 40-foot buses by New Flyer or ENC and 60-foot buses by New Flyer. Typically, the FCEBs boast longer advertised ranges than BEBs, averaging around 370 miles.

BEBs, meanwhile, are available from more OEMs for varying vehicle sizes. The advertised range generally increases as the vehicle size increases, due to the larger battery packs that can be accommodated. However, the 60-foot BEBs often have a shorter advertised range than their 40-foot counterparts due to their weight, which negatively impacts fuel economy.

Currently, BEB options for the transit market are centered around the 35-foot and 40-foot bus sizes with models available from Gillig, New Flyer, BYD, ENC, and Proterra. Sixty-foot BEBs are solely produced by New Flyer and BYD, while 30-foot BEBs are available from BYD, ENC, and Greenpower.

High-voltage batteries largely account for the elevated baseline prices of BEBs. FCEBs, with their onboard fuel cell technology, often come at even higher prices. Moreover, high inflation also increases the overall costs. The Bureau of Labor Statistics data reveals that the increase in bus manufacturing prices (tracked by the Producer Price Index/PPI for Bus Chassis Manufacturing) from 2022 to 2024 was notably higher than the average rise in everyday



item prices (represented by the Customer Price Index/CPI-U). Thus, while general living costs went up, bus manufacturing costs surged even more. A review of statewide transit bus procurement contracts revealed a 26% spike in ZEB costs from 2021 to 2023. This is significantly higher than the historical 2.7% annual growth rate observed consistently since the early 1980s. Moving forward, particularly in 2023-2024, anticipated supply chain concerns and stringent Buy America provisions are expected to drive prices up further. However, these increases are projected to be less severe than the 15% surges witnessed from 2022 to 2023, especially once the costs of raw materials stabilize.

**Table 4-3. Medium- and Heavy-Duty BEB Models**

Length	Fuel Type	Manufacturer(s)	Average Base Price*	Advertised Range (miles)
60'	BEB	BYD**, New Flyer	\$1.4 M - \$1.6 M	152 – 276
	FCEB	New Flyer	\$1.8 M	370
40'	BEB	BYD**, ENC, Gillig, New Flyer, Proterra***	\$800 K - \$1.2 M	178-374
	FCEB	ENC, New Flyer	\$1.2 M - \$1.5 M	300-430
35'	BEB	BYD**, ENC, Gillig, New Flyer, Proterra***	\$800 K - \$1.1 M	182-295
30'	BEB	BYD**, ENC, Greenpower	\$800 K	158-191

Source: WSP, OEM, Washington State Contract, Virginia State Contract

\*Reflects average price from Washington, and Virginia state contracts, as well as contract data gathered by the project team.

\*\*Vehicles are not currently eligible for purchase with federal funds.

\*\*\* Proterra filed for Chapter 11 Bankruptcy Protection, which might impact future vehicle availability.

The National Defense Authorization Act of 2020 placed restrictions on using federal funds to procure rolling stock from specific manufacturers, including BYD.<sup>1</sup> However, local funds remain unrestricted for BYD bus purchases.

In June 2023, Nova Bus (a 40-foot BE model provider) announced the cessation of all US production by 2025 due to sustained financial losses.<sup>2</sup> The company, however, mentioned that it would continue to support its US customers' parts and service needs.

Furthermore, in August 2023, Proterra, a leading battery-electric bus manufacturer, filed for Chapter 11 Bankruptcy Protection. The primary causes were the challenges posed by inflation and supply chain disruptions.<sup>3</sup> While they aim to continue operations amidst this, the future availability of Proterra BEBs, batteries, and chargers would depend on the outcome of this strategic move.

<sup>1</sup> FTA. 2020. National Defense Authorization Act

<sup>2</sup> Volvo. 2023. [Nova Bus ends bus production in the US](#)

<sup>3</sup> Proterra. 2023. [Proterra Announces Strategic Initiatives to Strengthen Financial Position and Sharpen Technology Focus](#)

## PARATRANSIT VEHICLES

This section focuses on specialized or modified vehicles for the paratransit service catering to individuals with mobility challenges or disabilities. The vehicle types in this category are assumed to include cutaways, passenger vans, and Americans with Disabilities Act (ADA) minivans. Table 4-4 provides an overview of the available electric paratransit vehicles in the market.

**Table 4-4. Paratransit Electric Vehicle Models**

Length	Type	Fuel Type	Manufacturer(s)	Advertised Range (miles)
Cutaway	Dedicated Platform	BEB	Greenpower, Pegasus Bus*	150
	Upfit	BEB	Phoenix Motorcars, Optimal-EV, Endera, Lightning eMotors, Motiv	105-150
Passenger Van	Dedicated Platform	BEB	Karsan**	130
	Upfit	BEB	US Hybrid, Lightning eMotors, Sunset Vans	116-210
	Upfit	FCEB	US Hybrid	350
Minivan (ADA)	-	-	Under development, wheelchair accessibility is not yet known	-

Source: WSP, OEM, Washington State Contract, Virginia State Contract

\*Not yet available in the market

\*\*Vehicles are not currently eligible for purchase with federal funds.

Currently, Greenpower is the lone OEM providing electric cutaway buses with specialized chassis and platforms. Their EV Star+ model is tailor-made for paratransit services. Additionally, there are several upfit companies that offer electric vehicles with wheelchair accessibility and varying passenger capacities, built on Ford E-450, Chevrolet Express 4500, or GMC Savana 4500 platforms. These companies including Lightning eMotors, Phoenix Motorcars, Optimal-EV, Endera, and Motiv.

Meanwhile, for passenger vans, no domestic options with a dedicated chassis and platform similar to the Ford Transit are available in the market. Ford has launched the electric Transit (e-Transit), but only for cargo van, cutaway chassis, and cab chassis purposes. Some upfitting companies, such as US Hybrid, Lightning eMotors, and Sunset Vans, provide electric passenger vans using the Ford Transit Platform. Karsan, an OEM headquartered in Turkey, offers a passenger van model that is set for official distribution in the US through a third-party partner. However, it should be noted that these vans will not comply with Buy America regulations; thus, cannot be acquired using federal funding.

There is a notable absence of fully electric wheelchair-accessible minivans in the market. Without accounting for ADA requirements, the currently available Mercedes EQB SUV – with a seating capacity akin to minivans – could serve as a potential replacement if it can be retrofitted for wheelchair access. Several minivan models like the

Canoo Adventure, VW ID Buzz, Hyundai Ioniq 7, and Volvo EX90 are under development. Their suitability for wheelchair adaptation and paratransit usage remains to be seen.

Currently, there is a void in the fuel cell options for paratransit. Stark Area Regional Transit Authority (SARTA) did procure five fuel-cell paratransit vans from USHybrid in 2021. However, these vehicles encountered technical issues: the fuel cells had operational difficulties, and the batteries failed to retain charges. Service continuity was maintained by deploying backup vehicles. Due to these unresolved issues, SARTA has chosen compressed natural gas (CNG) paratransit vehicles for their upcoming procurements.<sup>4</sup> The option for fuel-cell sedan vehicles is also limited to Toyota Mirai.

#### 4.2.2 FUEL AVAILABILITY

If SamTrans opts for FCEB adoption, it has to decide whether to generate the hydrogen on-site or procure the fuel off-site from third party suppliers. On-site options like electrolysis demand significant water and electricity inputs, while SMR would require natural gas.

If SamTrans prefers pursuing off-site hydrogen delivery, the hydrogen will need to be delivered in either gaseous or liquid form. As mentioned in the previous section, most production sites in the U.S. produce gray hydrogen. However, due to the increasing market demand and regulation support, green hydrogen plants are increasing in the U.S.

According to the available information, there are five potential hydrogen suppliers within an 800-mile radius of SamTrans' supply area (Figure 4-4). Currently, three hydrogen plants are operational: Air Product's grey hydrogen plant in Sacramento, California (approx. 100 miles away), Linde's grey and green hydrogen plant in Ontario, California (approx. 400 miles away), and Air Liquide's grey hydrogen plant in Las Vegas, Nevada (approx. 600 miles away). There are two green hydrogen facilities that are expected to open in 2023 and 2025 that belong to Air Products (approx. 800 miles away) and Plug Power (approx. 200 miles away), respectively.

Hydrogen delivery contracts typically include fuel storage infrastructure and equipment maintenance amortized over the cost per kg of fuel. Currently, the cost of gray hydrogen from SMR ranges between \$9 and \$10 per kg if delivered from off-site suppliers. Meanwhile, green hydrogen suppliers are currently limited, with the costs of green hydrogen varying between \$13 and \$14 per kg. Efforts to develop green hydrogen are increasing, which is predicted to lower the cost to below \$2 per kg by 2040.<sup>5</sup>

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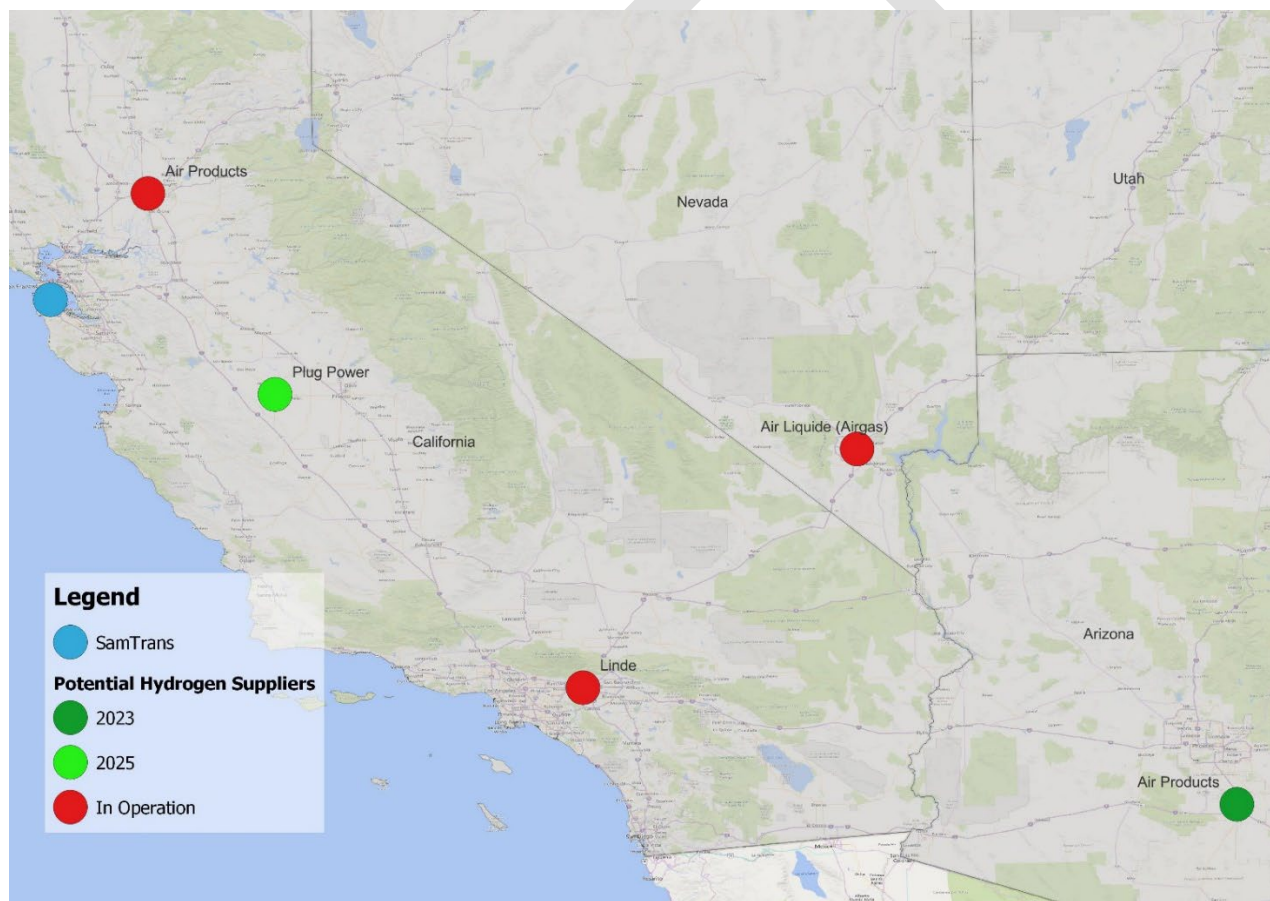
<sup>4</sup> The Repository. 2023. [SARTA to buy its first electric buses and eight more that run on natural gas.](#)

<sup>5</sup> Utility Dive. 2022. [Rapid development could push cost of hydrogen below \\$2/kg in the next 10-20 years, analysts say](#)

On-site generation costs are variable, influenced by utility prices, generation timing, and system efficiency. As a case in point, SunLine Transit's on-site electrolysis data indicated monthly hydrogen costs swinging between \$7.91/kg to \$17.52/kg, with higher costs attributed to system inefficiencies.<sup>6</sup>

It is important to note that several agencies with experience in on-site hydrogen production are planning to shift towards liquid hydrogen delivery. This is informed by both the convenience and the fueling time advantages that liquid hydrogen offers over its gaseous counterpart. For instance, AC Transit, despite investing in two small electrolyzers as backup strategies for their liquid fuel deliveries, has decided against procuring additional electrolyzers for upcoming facilities transitioning to FCEBs. Additionally, SunLine Transit, which has the experiences operating both on-site SMR and electrolyzer, is planning to introduce liquid hydrogen delivery to support its current electrolyzer.

**Figure 4-4. Potential Hydrogen Suppliers**



Source: WSP USA, Inc.

<sup>6</sup> SunLine Transit Agency. 2021. [SunLine Fuel Cell Buses & Hydrogen Onsite Generation Refueling Station](#)

### 4.2.3 INFRASTRUCTURE AVAILABILITY

#### EVSE

Table 4-5 provides a list of chargers that are currently available in the market. This table provides examples of available chargers that could fit SamTrans needs and does not represent the totality of the market.

**Table 4-5. Market Available EVSE**

OEM	Model	Cabinet Output Power	Dispenser Type	Max Cabinet Dispenser Ratio	Simultaneous/ Sequential Charging
ABB	HVC-200D / HVC-360D	200 - 360 kW	Plug-in, Pantograph	1:4	Simultaneous
BTC	Split System 240 / Split System 360	240 - 360 kW	Plug-in	1:2	Simultaneous
Power Electronics	NBi 150 / NBi 360	150 - 360 kW	Plug-in, Pantograph	1:3 / 1:6	Both
Power Electronics	NB 840 / NB 1440	840 - 1440 kW	Plug-in, Pantograph	1:14 / 1:24	Both
Siemens	SiCharge UC 150 kW	150 kW	Plug-in, Pantograph	1:3	Sequential
Heliox	Flex 180	180 kW	Plug-in, Pantograph	1:3	Both
Hitachi	Grid-eMotion	1 - 2 MW	Plug-in, Pantograph	1:10 / 1:20	Both
InductEV	Depot Charger	50-450 kW	Inductive	N/A	N/A
Wave	Depot Charger	125-450 kW	Inductive	N/A	N/A

Source: WSP and Charger OEMs

In August 2023, Siemens announced its decision to acquire Netherlands-based charging OEM, Heliox, which specializes in fast charging solutions for BEBs and electric trucks.<sup>7</sup> This move is intended to bolster Siemens' eMobility charging suite and amplify its presence in the European and North American markets.

Additionally, ChargePoint, a charger OEM operating in North America and Europe, announced its acquisition of ViriCiti, a firm that offers electrification solutions for BEBs and commercial fleets.<sup>8</sup> The acquisition will bolster the ChargePoint portfolio to include battery management, charging station monitoring, OEM-agnostic telematics, and vehicle maintenance and operations data. This integration, as claimed by ChargePoint, will empower fleets to

<sup>7</sup> Siemens. 2023. [Siemens to acquire Heliox, specialist in eBus and eTruck fast charging solutions.](#)

<sup>8</sup> ChargePoint. 2023. [ChargePoint acquires eBus and commercial vehicle management provider ViriCiti to accelerate fleet electrification.](#)

strategize electrification, monitor charger uptime, fine-tune fueling, and synchronously manage vehicles and charging stations.

## HYDROGEN GENERATION AND FUELING STATIONS

Transit-facility scale electrolyzer units for on-site hydrogen generation are available from several OEMs. These include Nel Hydrogen, Plug Power, Accelera, Siemens, and Cummins. Additionally, AC Transit procured two compact electrolyzers during their initial fuel supply contract with Linde. Both BayoTech and AirProducts offer scalable solutions for SMR units fitting for transit fleets. Notably, this list may not capture the entirety of the rapidly evolving market.

Meanwhile, storage and fueling equipment can typically be acquired from fuel suppliers. For instance, Nel Hydrogen provided the equipment that was used by SunLine Transit, while Linde initially provided the equipment used by AC Transit. The equipment can be owned or leased, depending on the contract with the fuel suppliers.

## 4.3 EMERGING TECHNOLOGY

### 4.3.1 CHARGE MANAGEMENT

Charge management system (CMS) software can assist in many aspects of ZE operations, though it is especially relevant for BEBs. This software works with day-to-day operations, allowing dispatch or the control center to monitor state of charge (SOC) in real time (a necessary component for dispatching BEBs); optimizes the times when vehicles charge to reduce peak demand (which could reduce costs); and can be used as a diagnostic tool for O&M. Table 4-6 outlines some of the available options for CMS solutions for SamTrans.

**Table 4-6. Charge Management Software Solutions**

Company Name	Highlights
ABB	ABB is one of the largest charging infrastructure and charge management solutions on the market. It can be found throughout the United States and globally.
Amplify Power	Amplify Power provides charge management solutions, as well as charging as a service solution. It is owned by BP and utilized by Solano County Transit in California.
ChargePoint/ViriCiti	ChargePoint is another large player in the charger market and has purchased ViriCiti. ViriCiti is a vehicle-agnostic charge management platform. This company has indicated plans to work more with fleets to provide better software solutions. Chicago Transit Authority uses ViriCiti.
Init	Init is a popular solution for many technical solutions in the transit field. GoRaleigh uses this service to manage their battery EVs.
Proterra	In addition to providing buses, Proterra also has a business line focusing on charging infrastructure and charge management solutions. The charging solutions are OEM-agnostic.

Company Name	Highlights
The Mobility House	The Mobility House has been in operation for 11 years. The company focuses on its own technology platform, ChargePilot, but can also provide charging as a service or turnkey solutions using ABB equipment. King County Metro uses the Charge Pilot solution.

Source: WSP

### 4.3.2 VEHICLE GRID INTEGRATION (VGI)

VGI, which integrates EVs with the electric grid using hardware, software, and communication systems, allows EV batteries to act as energy storage assets. This enables the conversion of EVs into distributed energy resources (DERs), providing fleet managers and organizations with valuable energy assets. Benefits from VGI including cost minimization, additional revenue source, and enhanced resiliency.

VGI requires specific hardware, software, and communication systems to facilitate bidirectional energy transfer between EVs and the grid. Three essential components are crucial for a functional VGI system: the EV battery management system (BMS), the EVSE, and the grid. Currently, only a select number of vehicle OEMs support bidirectional charging, predominantly in light- and medium-duty vehicles. As the technology matures, it is anticipated that an increasing number of vehicles, spanning various categories including BEBs, will adopt VGI capabilities in the coming years. There have been smaller-scale deployments for electric school buses, but none yet for transit fleets.

### 4.3.3 BUS FACILITY AUTOMATION

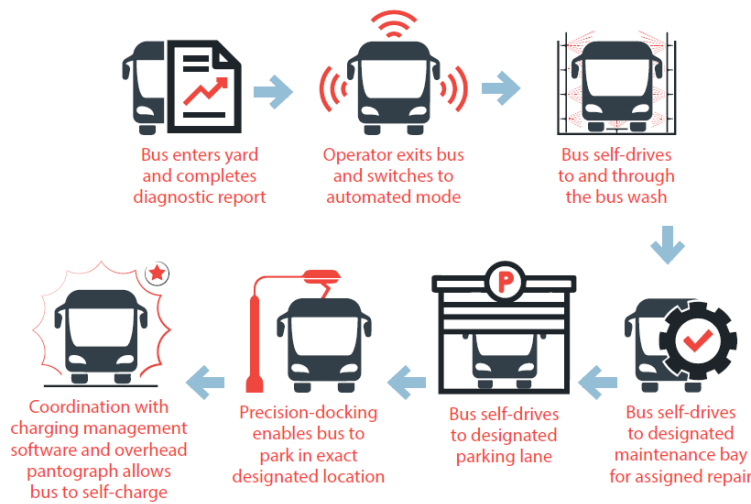
Transitioning to a full ZEV fleet, especially one comprised of BEBs, introduces several operational challenges. Chief among these is the intricacy of ensuring that buses not only have guaranteed access to charging stations, but that they also achieve a full charge before their next service. Moreover, positioning these buses optimally for efficient deployment from the facility is crucial. Given the facility's layout and the strategic placement of chargers, manually coordinating these BEBs can become a complex, time-intensive, and labor-heavy task.

Automated bus facilities, which utilize buses furnished with automated driving systems (ADS) designed specifically to navigate safely within the facility, can ensure smooth operations for a full ZEV fleet.<sup>9</sup> The automation of bus facilities yields multiple advantages, including optimized charger requirement, minimized vehicle and infrastructure damages, time efficiency, improved safety, and more efficient use of facility space.

Figure 4-5 illustrates the workflow and use cases of the automated facility that will be beneficial for a ZEV fleet. Given the potential advantages, multiple transit agencies nationwide are designing pilot projects to explore the potential of automated bus facilities.

<sup>9</sup> WSP. 2023. [Bus Automation: Cost-Effective Solutions for Transit Operators](#)

**Figure 4-5. Automated Bus Facility Operational Use Cases**



Source: WSP.

## 4.4 CONSIDERATIONS AND CHALLENGES

The ongoing advancements in technology, the evolving market, and the increasing number of agencies adopting ZEB technology offer fresh insights and lessons learned, highlighting the inherently dynamic landscape of ZEB transitions. This section delves into the prevailing strategic considerations and challenges, informed by the most recent technological and market insights.

### 4.4.1 SUPPLY CHAIN AND PRODUCTION DELAY

Global commodity market fluctuations have had a significant impact on both the BEB and FCEB sectors. Key events such as the Covid-19 pandemic, changes in global economic conditions, and geopolitical tensions have led to notable price changes and extended procurement lead times. In Spring of 2022, many manufacturers reported delays in their procurement cycles, with some facing up to 18-month disruptions. This was particularly pronounced for manufacturers of Buy America-compliant vehicles, due to more restrictive sourcing options for materials and parts. In some cases, the time from order placement to vehicle delivery has been more than 36 months. As a result, agencies need to adjust their procurement processes and contract timelines to accommodate these extended periods, including time for vehicle testing and integration into operational fleets. The paratransit/cutaway vehicle market, in particular, faces significant challenges, primarily due to its reliance on a specific type of chassis that is currently in short supply.

To navigate the challenges posed by global supply chain disruptions, SamTrans could consider maintaining an inventory of critical parts and components, especially those identified as potential bottlenecks. It is also pivotal to refine contract stipulations to account for supply chain uncertainties, emphasizing clarity in delineating roles, responsibilities, and potential repercussions. Proactive vehicle replacement planning will serve as a safeguard,



ensuring timely placement of bus orders and assuring the punctual arrival of ZEBs well before the need arises to retire older buses.

#### 4.4.2 BEB MARKET FLUCTUATIONS AND LIMITED FCEB OPTIONS

The BEB OEM market has shown signs of contraction with notable instances like Nova Bus's withdrawal, BYD's federal funding restriction, and Proterra's bankruptcy. The dwindling number of bus OEMs translates to fewer supplier options for transit agencies. This market concentration might foster monopolistic or oligopolistic conditions, potentially culminating in price escalation or stifled innovation. Market instability might dissuade agencies from substantial investments in BEBs or FCEBs, with concerns of their chosen suppliers' future viability potentially stranding their assets. Moreover, this shift could amplify pressures on the remaining OEMs, further lengthening backlogs and lead times. Given the volatile conditions of the BEB market, SamTrans should maintain an active awareness of market trends and monitor the financial and operational health of individual BEB OEMs to inform future procurement decisions. With the inherent risks of long-term contracts in a fluctuating market, SamTrans might prioritize flexibility in their procurement strategies.

#### 4.4.3 BATTERY TECHNICAL SPECIFICATIONS

Strategic decisions concerning battery technical specifications play a pivotal role in the ZEB rollout. Challenges in selection encompass the size and weight of the battery packs, their consequent influence on vehicle range, implications on infrastructure (e.g., service lifts), and compatibility with various charger types. It's noteworthy that not all battery sizes align with high-speed on-route chargers. In situations where a model proposes multiple battery configurations, it's often the smaller battery capacities that are compatible with on-route chargers, primarily due to battery health and safety concerns. Hence, should SamTrans contemplate the integration of on-route chargers in the foreseeable future, the repercussions on battery size will need to be considered. Additionally, consideration must be given to battery longevity, with the inclusion of extended warranties in the procurement contract, if available. The recent update to the American Public Transportation Association vehicle specifications, which now include battery-electric elements, can provide valuable guidance during this process.<sup>10</sup>

#### 4.4.4 WARRANTY PROVISIONS

The report by the International Transit Learning Center includes sample RFP language addressing warranty provisions specific to ZEB requirements. For example, SamTrans should insert language into its procurement RFPs specifying that the OEM will provide training that would certify the technicians' skills and abilities to complete warranty work per the OEM's certifications.<sup>11</sup>

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<sup>10</sup> American Public Transit Association, Standards for Bus Procurement Request for Proposal, Version Rev 2.2, August 8, 2022

<sup>11</sup> International Transit Learning Center. 2022. Providing Training for Zero-Emission Buses: Recommended Expanded RFP Language. ITLC.

#### 4.4.5 NEW PROTOCOLS FOR EMERGENCY, SAFETY, AND RESILIENCY MANAGEMENT

Public perception often highlights BEB thermal events as a major concern associated with electric vehicles, even though, in reality, electric vehicles experience comparatively fewer thermal events than their fossil fuel counterparts. However, incidents do occur. For instance, on July 29, 2022, a thermal event involving a New Flyer battery electric bus in Connecticut prompted a temporary halt in the production and delivery of New Flyer buses until a solution could be identified and implemented. Another significant incident involved a Proterra bus that experienced a thermal event in September 2023, the cause of which remains under investigation. Notably, as of this report's writing, no specific NFPA standards address electric vehicles.

To mitigate concerns related to bus thermal events, several strategies can be implemented. During the design phases, it is crucial to incorporate provisions specifically addressing bus thermal events, such as creating dedicated zones for bus isolation at facilities. Design standards that include recommendations for fire protection should also be established for facilities. These ensure a rapid response in the event of thermal events. Furthermore, it is vital to actively monitor the advancements from the American Public Transportation Association (APTA) standards committees and NFPA to ensure alignment with industry codes and best practices. Prioritizing operator training is also essential; operators should be trained to inspect the vehicles for abnormal conditions, such as the presence of liquid in the battery before use. Additionally, periodic refresher training can further bolster early detection and mitigation of thermal events risks.

#### 4.4.6 MATERIAL SOURCING AND END-OF-LIFE SUSTAINABILITY

Due to the nascency of the technology, current strategies for recycling and repurposing end-of-life batteries and fuel cells are not extensively developed. However, observed trends indicate an increasing focus and research interest in this domain, especially. Procurement specifications could require the OEM to retrieve and responsibly dispose of or repurpose the batteries at the end of their lifecycle. While various third-party enterprises offer battery recycling services for light duty vehicles, there has been limited documentation or evidence of these services being applied specifically to ZEB batteries, likely due to the recent adoption of ZEBs and their batteries not yet reaching the end of their lifecycle in significant numbers. Further, SamTrans should encourage discussions about the battery supplier's commitment to responsible sourcing and recycling initiatives, such as the Responsible Minerals Assurance Process and the Initiative for Responsible Mining Assurance's certification process.

## 5 FACILITIES TRANSITION PLAN

The subsequent sections discuss details on SamTrans fleet transition plan, including the feasibility of completing services with ZEB technologies, overall fleet replacement strategies and technology recommendations, facility upgrade and design considerations, power and energy requirements, and the transition timeline for each bus facility.

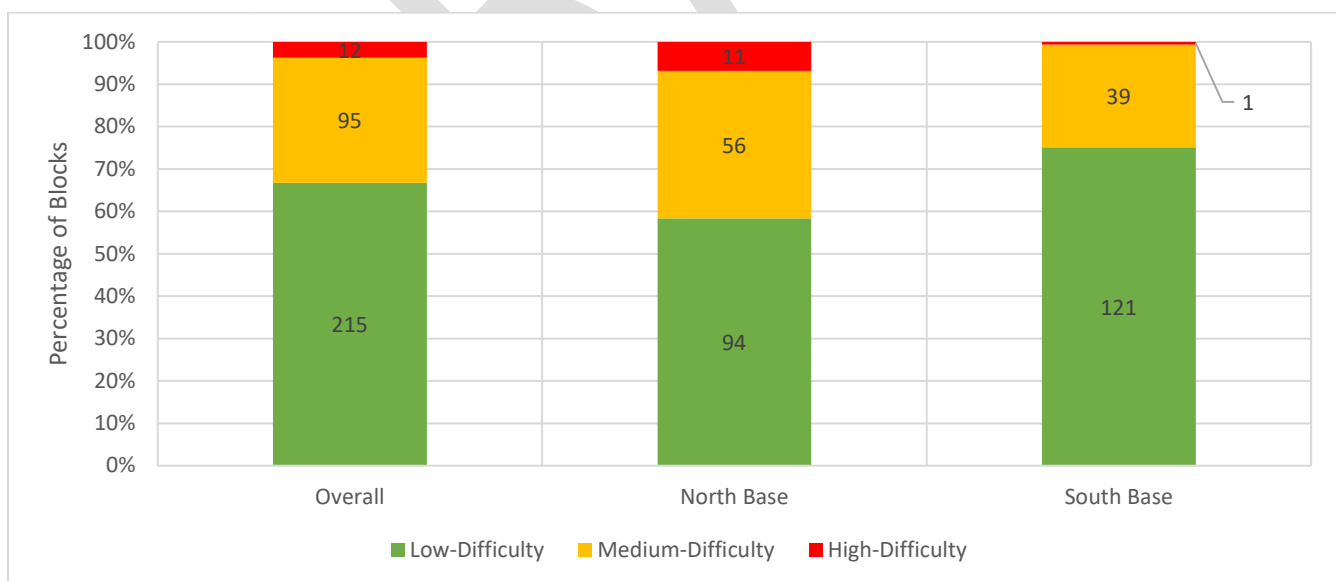
### 5.1 OVERALL SERVICE FEASIBILITY

SamTrans conducted a route power analysis that models the energy usage on a block-by-block basis of each route. The ability for the ZEBs to serve each route is determined from a number of different variables including ambient temperature, route grade changes, passenger load, traffic, and driver aggression.

The BEB Route Power Analysis showed that 215 blocks could be replaced one-for-one with a 440 kWh BEB with no impact to the operations schedule (Figure 5-1). Ninety-five blocks are considered “Moderate Difficulty” and could be completed with a BEB but with one split required in the schedule. Lastly, twelve of the remaining blocks are considered “High Difficulty” and would require at least two schedule splits to complete. Eleven of these blocks are located at North Base. SamTrans is analyzing the need for on-route charging, in addition of considering FCEBs on these routes.

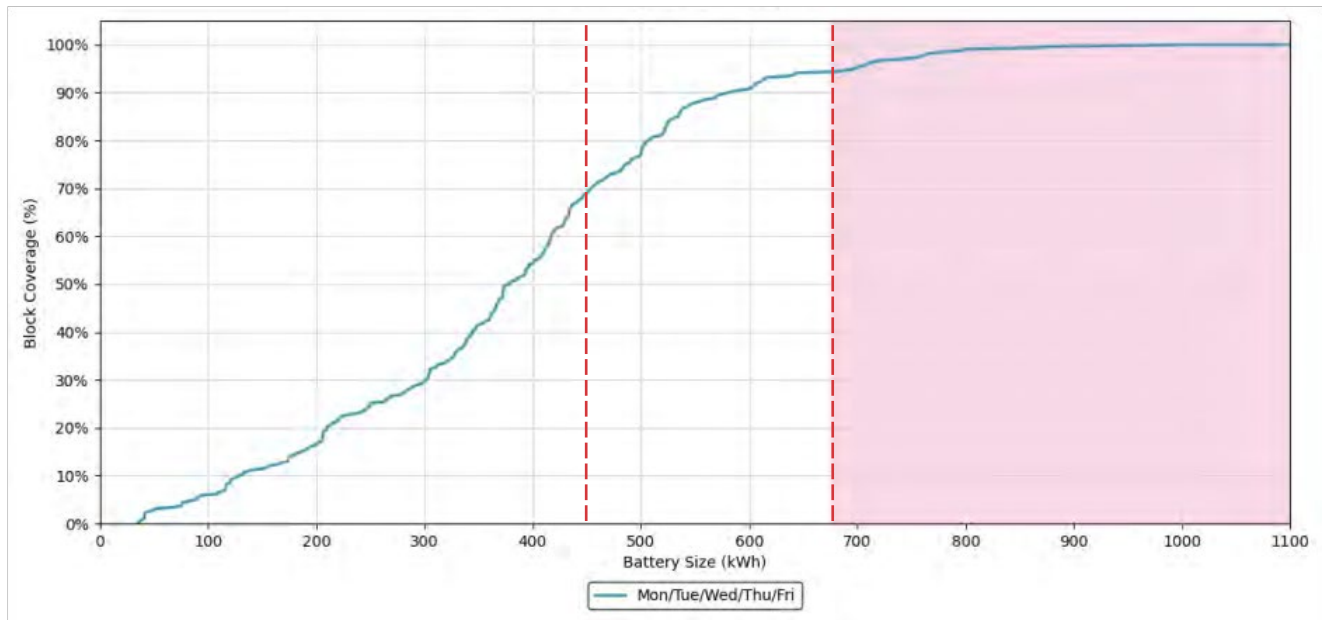
BEB manufacturers are currently offering larger 675 kWh battery packs. Further modeling shows 93 percent of SamTrans blocks can be replaced one-to-one with a 675 kWh BEB (Figure 5-2).

**Figure 5-1. Service Completion Feasibility**



Source: SamTrans

Figure 5-2. Block Coverage for 440 kWh and 675 kWh Battery Sizes



Source: SamTrans

### 5.1.1 TECHNOLOGY SELECTION

The service modeling results show that most of the longer service blocks that will be challenging for BEBs originated from the North Base and will require FCEBs to complete service. A study was done to explore the feasibility of transitioning the full fleet at North Base to FCEBs. It was found that the current North Base fleet can be replaced on a 1:1 replacement ratio by FCEBs, assuming the FCEBs will have approximately 300 miles range. Thus, it is recommended that the entire North Base fleet is replaced by FCEBs. However, before the South Base facility upgrades for BEBs are completed in 2026, North Base will be the interim parking and charging location for approximately 17 BEBs.

Meanwhile, the majority of blocks originating from the South Base have high suitability for BEB operations. Thus, it was decided that the first phase of the ZE transition at South Base will be BEBs, with 37 BEBs being procured and will all be delivered by the end of 2024. However, approximately a quarter of blocks running out of South Base would still require other mitigation strategies, such as adding on-route charging, making service changes to suit current BEB limitations, increasing the fleet size, or opting for FCEBs.

SamTrans aims to closely follow BEBs and FCEBs technology developments and evaluate the performance of its first few BEBs and FCEBs before making the technology decision for South Base’s future ZEBs that will be procured beyond 2027. The fuel, infrastructure, and vehicle costs of BEBs and FCEBs and other agencies’ experiences will also be considered. It is recommended that the decision would be made by 2024 to allow for sufficient time for any needed facility upgrades and bus procurements.

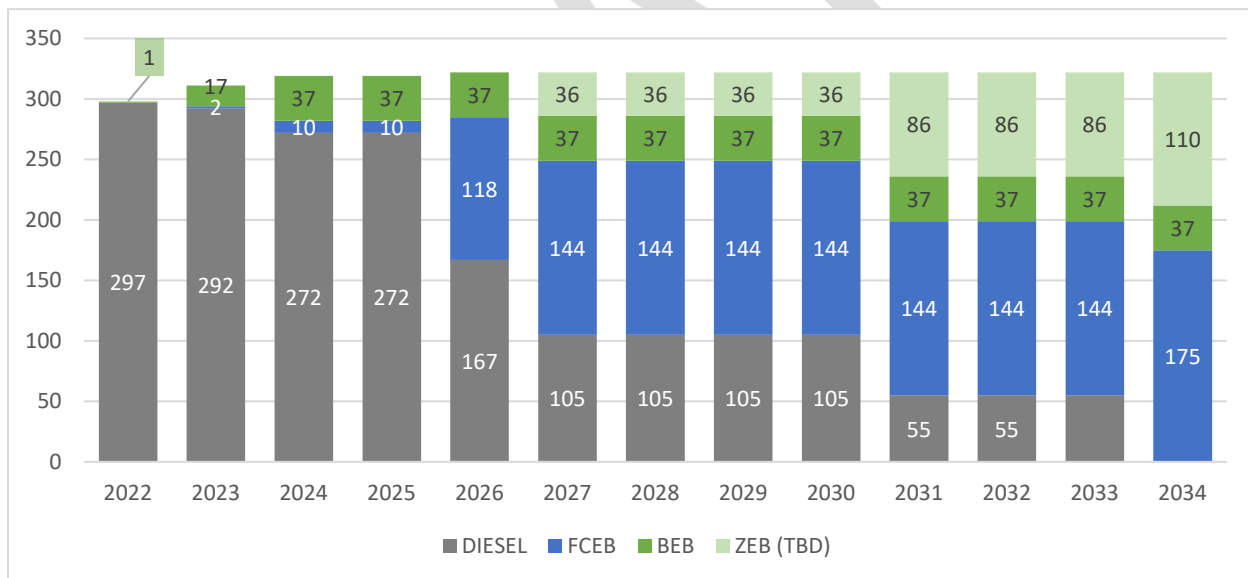
## 5.2 FLEET REPLACEMENT SCHEDULE

### 5.2.1 FIXED-ROUTE SERVICES FLEET

Based on the previous ZE transition planning goal and board approved actions, SamTrans has procured 37 BEBs and 10 FCEBs that should be all delivered by end of 2024. It is anticipated that SamTrans will procure another 108 FCEBs for its North Base once the Board approves this 2023 ICT Rollout Plan. And the rest of the fleet vehicles going to be assigned to the North Base will also be FCEBs. It's important to acknowledge that ZE technologies are still evolving. The cost associated with running ZEBs are also influenced by post-pandemic economic factors, resulting in fluctuations in vehicle, electricity, and hydrogen costs. Hence, it's prudent to make permanent technology choice for the remainder of the SamTrans fleet once SamTrans have access to reliable operational statistics, i.e. based on the vehicle performance from its procured BEBs and FCEBs.

As shown in Figure 5-3, it is anticipated that SamTrans will have 37 BEBs and 118 FCEBs by the end of 2026. In 2027, 62 diesel buses will need to be replaced by ZEBs. Assuming a two-year production time for new ZEBs, SamTrans will need to make a decision by end of 2024 as to which ZE technology to be procured for the future bus replacements.

Figure 5-3. SamTrans Fleet Composition



Source: SamTrans

### 5.2.2 PARATRANSIT FLEET

## 5.3 NORTH BASE BUS FACILITY

### 5.3.1 FACILITY UPGRADE AND DESIGN CONSIDERATIONS

#### FUEL CELL ELECTRIC BUS

To support the first 10 BEBs that will be delivered by 2024, a temporary 1,100 kg cryogenic tube trailer will be delivered to the facility in scheduled intervals. This capacity is estimated to be sufficient to fuel a fleet of 10 FCEBs for approximately three days between H2 deliveries. The tube trailers will be delivered to the site by the H2 supplier where they will be tied into the facility power and portable fueling dispensers. A 140kW 480V three-phase power source is required to operate the portable equipment.

Due to regulatory requirements, H2 fuel storage must be located outdoors. Fueling dispensers may be located indoors, but this would require additional facility upgrades. While on site, although not permanently installed, the tube trailers must satisfy all code requirements of a permanent installation, including distance from lot lines and occupied buildings (Figure 5-4).

**Figure 5-4. North Base - Setback Zones for Interim Hydrogen Fueling Station**

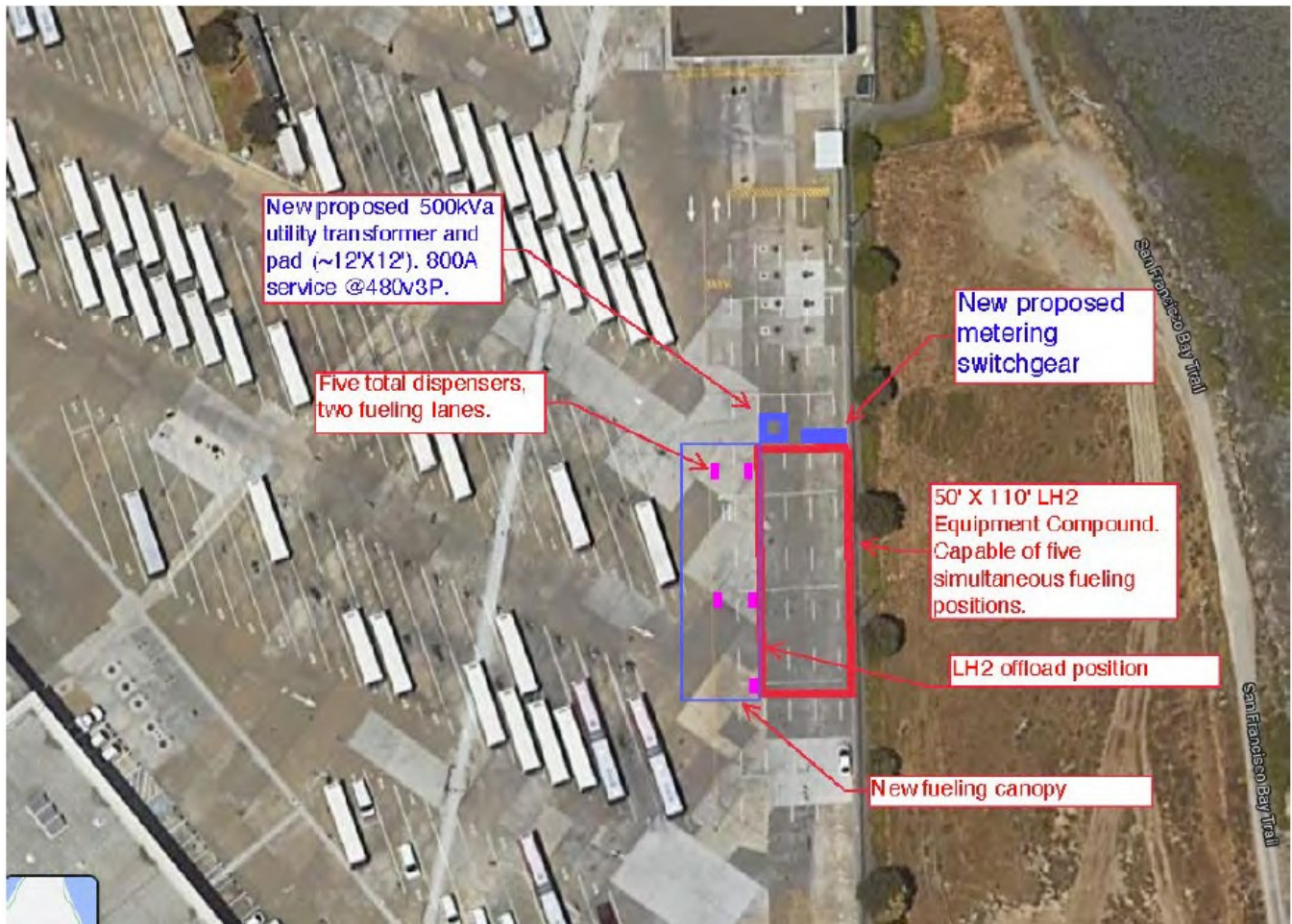


Source: SamTrans

The infrastructure is planned for future build-out, recognizing the setbacks will increase with an increase in fuel storage. The mobile infrastructure can be further expanded by providing additional storage capacity and

dispensers, allowing the conversion of the mobile unit into a more permanent H2 storage and fueling facility. Figure 5-5 illustrates the proposed layout for the full build-up of the permanent hydrogen fueling station.

**Figure 5-5. North Base - Proposed Layout for Permanent Hydrogen Fueling Station**



Source: SamTrans

For FCEBs to be permitted to enter a maintenance facility, the facility will need to be upgraded to have specialized ventilation systems, H2 gas detection systems, flame detection systems, fire suppression systems, and emergency shutoff systems in place. The minimum ventilation requirements for H2 facilities are much stricter than general purpose maintenance facilities and upgrades to the existing HVAC systems may be necessary. H2 detectors are critical in detecting H2 leaks as soon as possible. Since H2 rises, sensors should be placed at the highest points of each indoor area where FCEBs may enter. The H2 sensors, flame detectors, and ventilation systems are all tied to an emergency shutdown system, which serves as an automatic disconnect of H2 gas and some electrical fixtures if a threat is detected. Gaseous H2 is extremely flammable, even in very low concentrations. Since H2 flames cannot be seen or smelled and do not radiate much heat, flame detection systems are critical to ensure H2 fires

are quickly identified. A wet sprinkler fire suppression system is required for H2 facilities and must fall in line with the emergency shutdown system.

In addition to new system installations, modifications to existing electrical infrastructure and fixtures may be necessary. In order to be code-compliant, no electrical devices, including light fixtures and junction boxes, are permitted within 18" of facility ceilings. Electrical conduits are permitted provided they are both rigid and sealed; if not, they must be dropped to at least 18" below the ceilings.

Repair work on FCEBs can be classified as either "minor" or "major" service. Minor service includes routine, preventative, and unplanned maintenance that does not require the H2 tanks to be fueled. This work can be performed in existing maintenance bays alongside diesel buses provided the FCEB is defueled; a process that uses an inert gas, like nitrogen, to purge the system of all stored H2. Expelled H2 can be released into the atmosphere, captured into a storage tank for reuse, or a combination of the two. Major service includes any repair work that requires the H2 system to be fueled. For major repair work, vehicles must be serviced in a dedicated maintenance bay. The dedicated maintenance bay(s) must be outfitted with all of the detection, ventilation, fire suppression, and emergency shut down systems described above, but must also be isolated from the rest of the facility by a two-hour firewall and be explosion rated. If "major" service, which is defined to be any repairs that require the H2 system to be fueled, is needed, FCEBs must be serviced in a dedicated, fire-wall enclosed maintenance bay with a separate building entrance/exit. Major service bays prohibit any sources of ignition, so "hot" work, like welding, or any work on live batteries cannot be performed in these dedicated areas. For all work on FCEBs, special tools and Personal Protective Equipment (PPE) may be required.

Supporting infrastructure for H2 fueling comes with many challenges. Space requirements and minimum setbacks from lot lines and existing buildings can complicate facility layouts. The North Base facility also faces issues with shore erosions. This may impact infrastructure minimum setbacks from the waterline, shrinking the available footprint for infrastructure even more.

## **BATTERY ELECTRIC BUS**

Despite being planned for a full FCEB fleet, the North Base will function as an interim parking and charging location for approximately 17 BEBs. To support this activity, 10 chargers were commissioned in May 2023 (Figure 5-6). Once the BEBs are transferred to South Base in 2026, these chargers will be used for electric paratransit vehicles.



Figure 5-6. North Base - Interim BEB Chargers



Source: WSP

### 5.3.2 POWER AND ENERGY

Content in development...

#### ELECTRIC LOAD AND INFRASTRUCTURE

#### RESILIENCY

### 5.3.3 TRANSITION PHASING AND TIMELINE

#### VEHICLE REPLACEMENT SCHEDULE

The North Base will receive 17 BEBs and 10 FCEBs before permanent charging/re-fueling infrastructure is in place. Once the permanent Hydrogen re-fueling station is built, the 17 BEBs will be transitioned to the South Base. It is anticipated that the entire North Base will be operating with only FCEBs by 2033.

#### FACILITY UPGRADE TIMELINE

Content in development...

## 5.4 SOUTH BASE BUS FACILITY

### 5.4.1 FACILITY UPGRADE AND DESIGN CONSIDERATIONS

It is expected that SamTrans will have 37 BEBs by 2026. Seventeen of the BEBs will be delivered by 2024 and parked at the North Base before being transferred to the South Base in 2026. Meanwhile, additional 20 BEBs will be delivered to the South Base in 2024. Interim chargers are required to charge the BEBs until permanent chargers are installed.

As of 2023, a project to retrofit the South Base to fit 37 BEBs and the associated infrastructure is underway with an estimated completion date of mid to late 2026. Construction for 20 interim chargers is also ongoing with 10 chargers scheduled to be commissioned by late 2024.

#### BATTERY ELECTRIC BUS

To accommodate BEBs on the site, required infrastructure will include the installation chargers, dispensers, and new transformers and switchgears sized to support the additional electrical load of the chargers. BEBs and their charging infrastructure can be located indoors or outdoors; if located outdoors, chargers must be appropriately rated for outdoor use. All BEBs may be serviced in the same maintenance bays as diesel buses, but special personal protective equipment (PPE), insulated tools, and arc flash rated fall protection systems must be installed to accommodate all high-voltage work. Additional evaluation of maintenance facilities will occur to ensure the increased vehicle heights are accommodated at the bus wash and all overhead openings. As BEBs are continuously introduced into the fleet, the maintenance bays will be retooled to support BEB and charging infrastructure maintenance and operation.

The first phase of the transition includes installing charging infrastructure for 37 BEBs. Site work to support the completed transition to BEBs will be completed at the beginning of the zero-emission transition. This includes preparing the space for all electrical infrastructure and chargers and installing all underground conduits. Upgrading the electrical service to have a future capacity of up to 12-megawatts will be part of this initial effort. To minimize up-front costs, plug-in chargers will be used for the initial deployment. The installation of chargers and dispensers in the parking areas will require a modification to the parking layout, which means that resurfacing

and striping will be included in the initial sitework. In the long term, chargers may be connected through rooftop pantograph connections on the BEBs, which will require the construction of an overhead structure over the BEB parking area. This structure could also support PV panels. The site layout for electrical and charging infrastructure with the modified parking arrangement are shown in Figure 5-8. Figure 5-9 illustrates the BEB infrastructure concept for the South Base.

The charging infrastructure will be installed incrementally in containers that include a 480V panelboard and up to seven chargers in a single package. A pad mounted transformer and switchgear will be installed next to each container. Each charger is multiplexed 3:1 with BEBs so that each container that is installed can support the operation of up to 21 buses. The initial site preparation will install conduit and other infrastructure to support the charging containers. The contents of a typical charging container are shown in Figure 5-10. The remainder of the infrastructure can be added in modules as further BEBs are purchased. This allows additional transformers, switchgear, and chargers to be added, but not until vehicles are to be deployed, reducing risk by limiting infrastructure investment to the time when vehicles are entering service.

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Figure 5-7. South Base - ZE Facility Concepts



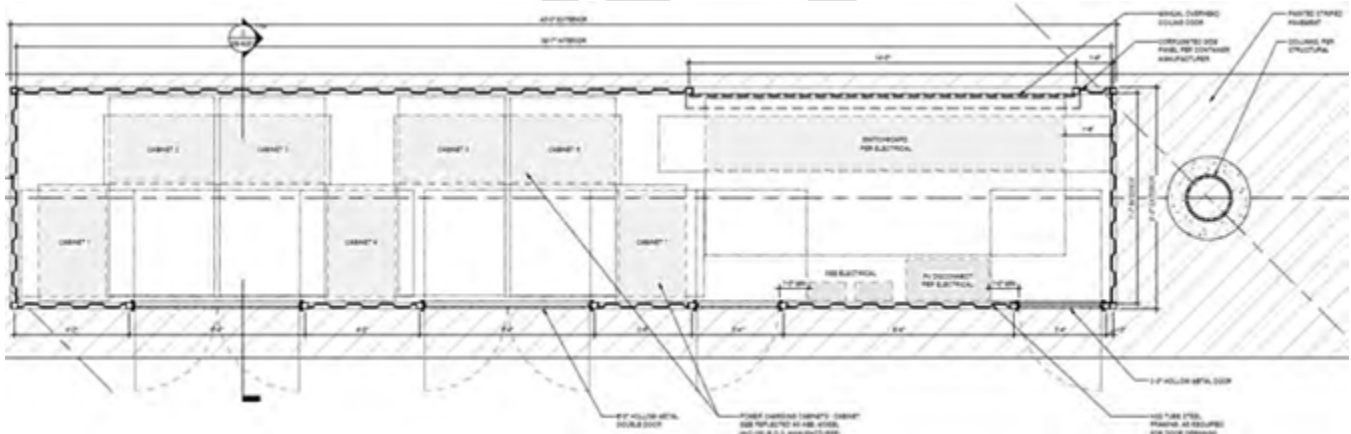
Source: SamTrans

Figure 5-8. Digital Rendering of BEB Infrastructure



Source: SamTrans

Figure 5-9. South Base - ZE Facility Concepts



Source: SamTrans

#### 5.4.2 POWER AND ENERGY

Content in development...

## **ELECTRIC LOAD AND INFRASTRUCTURE**

### **RESILIENCY**

#### **5.4.3 TRANSITION PHASING AND TIMELINE**

##### **VEHICLE REPLACEMENT SCHEDULE**

The South Base receive 20 BEBs and another 7 in 2026. The remaining diesel buses to be assigned to the South Base will need to be replaced with ZEBs starting in 2027. SamTrans can make a decision on the specific technology for these buses by end of 2024, allowing sufficient time for bus procurement and production. It is anticipated that the entire South Base will be transition to ZE operation by 2033.

##### **FACILITY UPGRADE TIMELINE**

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## 6 EQUITY ANALYSIS

The transition's aim of offering high quality zero-emission transit will have significant racial equity implications and will benefit those who have been historically underserved. ZEBs improve air quality, reduce ambient noise, and improve pride in neighborhoods or one's bus routes by showing tangible investments in a new technology.<sup>12</sup> SamTrans is committing itself to an equity-first approach that ensures communities that endure injustices and ongoing underinvestment are prioritized in the decision-making process and actively considered in the plan. The communities served by SamTrans commute in significant numbers to job centers throughout the San Francisco Peninsula, and SamTrans aims to reduce access barriers to jobs while reducing the region's pollution burden.

In recent years, there have been initiatives at the federal, state, and regional levels that have sought to identify communities where targeted investments would serve equity and Environmental Justice (EJ) goals. This section will examine the equity priority areas within SamTrans' service area that have been identified using different tools.

### 6.1 EQUITY METRICS

Various equity indices are used to measure and identify disadvantaged communities. There are regional, state, and federal tools, and each use different (though similar) criteria. The tools are often required for different grants. Overall, they measure criteria such as people of color, poverty rates, and exposure to pollution.

**Justice40 Initiative (Federal):** This federal initiative developed by the U.S. Department of Transportation, aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities. There are 48 identified Justice40 Initiative census tracts within SamTrans' service area.

**CalEnviroScreen SB 535 Disadvantaged Communities (State):** In 2012, the State of California passed legislation directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. There are 16 identified CalEnviroScreen SB 535 census tracts within SamTrans' service area.

**Equity Priority Communities (Regional):** Formerly called MTC's "Communities of Concern," Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. The Equity Priority Communities framework helps MTC make decisions on investments that meaningfully reverse the disparities in access to transportation, housing, and other

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<sup>12</sup> Sven Borén (2020) Electric buses' sustainability effects, noise, energy use, and costs, International Journal of Sustainable Transportation, 14: 12, 956-971, DOI: [10.1080/15568318.2019.1666324](https://doi.org/10.1080/15568318.2019.1666324).

community services. There are 42 identified Equity Priority Community census tracts within SamTrans' service area.

## 6.2 EQUITY PRIORITY AREAS

The following routes intersect or are within 1,000 feet of the identified EJ Communities: 38, 110, 112, 118, 120, 121, 122, 130, 141, 250, 270, 274, 275, 276, 278, 280, 281, 292, 295, 296, 397, 398, 713, ECR, and the ECR Rapid.

### 6.2.1 SERVICE ORIGINATING FROM SOUTH BASE

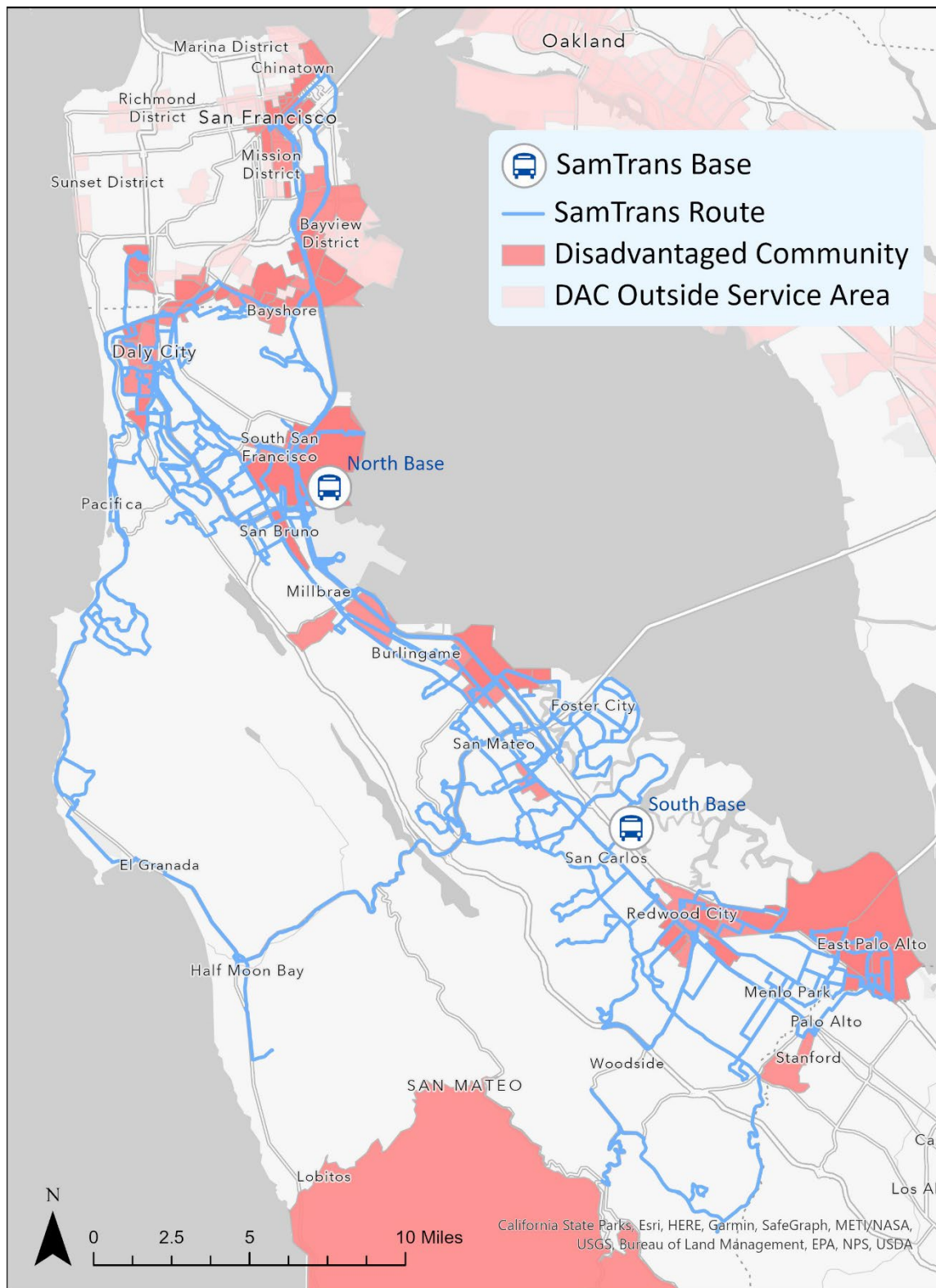
A detailed equity study was conducted for the service originating out of South Base. The routes originating from South Base largely serve the eastern corridor of the San Francisco Peninsula, spanning from Palo Alto north to San Francisco (Figure 6-1). The majority of census tracts in this coverage area are predominantly non-white. In total, 79 of the 153 census tracts served by South Base routes are majority (>50%) non-white populations. These 79 tracts represent a population of 330,354 (or 52% of the total census tract population that South Base routes operate within).

Transit service originating from South Base serves 11 census tracts that are categorized as disadvantaged areas according to CalEnviroScreen 4.0. Two of the most severe pollution burdens for these tracts are exposure to diesel particulate matter (PM) as well as auto emissions resulting from traffic. Four of the tracts are in the 99<sup>th</sup> percentile for the diesel PM emissions category. For auto emissions resulting from traffic, 8 of the 11 tracts are above the 80<sup>th</sup> percentile. As a result, these tracts are among the top areas in the state for incidents of asthma and overall pollution burden. These tracts include East Palo Alto, Redwood City, San Mateo, South San Francisco, and San Francisco.

Of the census tracts served by transit stemming from the South Base, there are 48 census tracts that are categorized as transportation disadvantaged according to the Justice40 interim definition. Of these 48 census tracts, 29 measured as disadvantaged in four of the six metrics, 15 measured as disadvantaged in five metrics, and four were measured as disadvantaged in all six metrics. While the population of all the census tracts that South Base routes operate in is 632,830, these 48 Justice40 disadvantaged tracts account for 257,039 (40.6%). 27 of the 48 disadvantaged tracts are in the 50<sup>th</sup> percentile or higher in the EJ Index for diesel particulate matter level in air; all 48 tracts are in the 50<sup>th</sup> percentile or higher for PM2.5 in the air. In all the disadvantaged communities in the study area rank high for metrics such as equity, resiliency, and minority ethnicity.



**Figure 6-1. Equity Priority Areas Served by SamTrans**



## 7 WORKFORCE, TRAINING, AND OPERATIONS

With the introduction of zero-emission technology to the SamTrans bus fleet, proper training on bus systems and subcomponents unique to ZEBs is critical to ensure safe, efficient operation and maintenance of the transitioned fleet. SamTrans will work with internal training departments in close coordination with original equipment manufacturers (OEMs) to acclimate the existing workforce to the new technology, avoiding displacement of the existing workforce. SamTrans will develop a “Bus Maintenance Electrical Safety Program” (BMESP) which will serve as a comprehensive training plan that addresses the operation, diagnosis, troubleshooting, repair, and preventative maintenance of ZEBs.

Because SamTrans intends to deploy a mixed fleet of both BEBs and FCEBs, the developed training program will aggregate both technologies into a single, comprehensive curriculum. The development of a high-quality training program will entail coordination with internal and external resources. SamTrans has identified the following resources that will assist in the training process.

- Vehicle and charger OEM training curriculum purchased as part of the new rolling stock procurements
- Vehicle sub-system/sub-component OEM training curriculum
- Partnership with local first responding agencies
- Partnership with California Energy Commission (CEC)
- Partnership with other Bay Area peer agencies and transit associations
- Collaboration with transit agencies with operational zero-emission fleets and in-house training programs
  - AC Transit
  - SunLine
- Membership through training consortiums
  - Southern California Regional Technical Training Consortium (SCR TTC)
- Transit associations
  - American Public Transportation Association (APTA)
  - California Transit Association (CTA)
  - California Association for Coordinated Transportation (CalAct)
  - Center for Transportation and the Environment (CTE)
  - Zero Emissions Bus Resource Alliance (ZEBRA)

A sample curriculum of known training modules as detailed in Table 9 will be used as a foundation for the larger training program. Bus Operations staff will be assigned to complete both Operations Support modules and Bus Operations Modules; Bus Maintenance Staff will be required to complete all training modules.

### 7.1.1 JOB DUTIES AND DESCRIPTIONS

A transition from working with ICE vehicles to ZEBs does not require a significant change in the job duties and job descriptions of the technicians and operators. Technicians are still responsible for providing preventative maintenance per a predesigned checklist. They are still required to troubleshoot a vehicle's issues and to fix it using the safety protocols, per their training. Operators will still operate the buses on the same routes, utilizing the same bus stops and customer service protocols. However, the skills needed to perform these tasks will change; for example, the job description of the service attendant, or at least the core standard operating procedures that process a bus at the end of the day, will need to be revised to assign responsibility for charging. Currently, most agencies pull a bus up to fuel and the service attendant will take that time to sweep the bus, perform a quick cleaning, probe, and empty the farebox, and record the mileage and other data required (if this is not done electronically). The ZEB transition will provide an opportunity for agencies to rethink how the vehicles are serviced, since the "fueling" of the bus – in the case of BEB – is now either a plug-in or pantograph charger, located well away from the rest of the service activities. SamTrans and its contractors may also take this time to reexamine whether the end of the day is the best time to probe all the buses. Some of them could be probed at midday, or activities could be split in different ways throughout the day.

### 7.1.2 SKILL NEEDS AND DEVELOPMENT

Workforce preparedness planning is an important component of an effective transition from ICE vehicles to ZEBs. The transition to ZEBs affects the maintenance and operations department, as well as employees working in facilities, procurement, scheduling, and dispatch. Many positions will be impacted, and a lack of preparation and training can have negative implications for the workforce, ranging from failure to deliver critical bus service to severe safety repercussions. Employees are vital to the success of the transition. SamTrans and its contractors are committed to ensuring that employees have the necessary skills and training to support the new technologies as they are deployed.

SamTrans has the internal infrastructure to deliver training to the workforce. To ensure the transition from ICE to ZEB, new training modules will need to be developed. This can be achieved in combination with support from the OEMs, including training and maintenance through a dedicated field service representative. SamTrans can support a ZEB fleet using the existing departments and staff groups. There should be minimal requirements for major modifications to job roles and classifications. There is an opportunity to bolster ZEB-related staff groups to support existing staffing capabilities.

The below guidance is a first step toward identifying the skills necessary to prepare the SamTrans workforce for the transition to zero-emission. However, as this technology is rapidly evolving, this workforce development plan can also be expected to evolve. As SamTrans continues with its transition, training deployed for the initial program will need to be evaluated and updated to support the full, agency-wide deployment and be incorporated into the new hire training.

### 7.1.3 KEY TRAINING NEEDS BY JOB CLASSIFICATION

All SamTrans and contracted employees should receive initial training on SamTrans' zero-emission program. The topics should include why SamTrans is making the transition, how it may or may not impact how employees complete their work, and how to be safe around the vehicles. SamTrans will find that most job descriptions will not need to be modified. For example, maintenance staff are required to perform preventative maintenance activities, complete unplanned maintenance, and diagnose vehicle problems. Some current standard operating procedures (SOPs) will need to be modified. The next section details additional training considerations that will ensure the topics are covered. The transition will take a period of years, so technicians will need to be versed in maintaining both diesel and ZEB propulsion systems.

**Training Instructors** – Training Instructors will be the custodians of the new ZEB knowledge. Training Instructors will need to be prepared with knowledge in their subject areas of training. Trainers who work with maintenance will need to receive the full scope of maintenance training, and trainers who work with operators will need to receive the full scope of operator training. It is beneficial for trainers of different subject areas to provide cross-training and attend other in-class learnings for the rest of the SamTrans workforce. Trainers should receive their knowledge directly from the OEMs and through practical, hands-on education as much as possible. Refresher training for instructors should be completed annually, at a minimum.

**Technicians (including Maintenance Supervision)** – Technicians will be challenged with acquiring knowledge of the new systems involved in the switch from ICE to ZEB vehicles. While some systems will be unchanged, such as the multiplex system and the accessible ramp, other areas will be new. Technicians should be comfortable with PPE procedures surrounding high-voltage electricity. All technicians should receive PPE and high-voltage training. Training modules around entry-level tasks should be directed to entry-level technicians, and more advanced topics for ZEB troubleshooting should be directed toward the senior mechanic positions.

**Dispatchers and Operations Control Staff** – This group of employees will need to be trained to provide troubleshooting of ZEB vehicles to assist operators while in the facility or in service, or during an emergency.

**Operators** – This will be SamTrans and the contractors' largest class of employees to prepare for the ZEB transition. Training of operators can be provided over time, based on the facility that is assigned ZEB vehicles. As SamTrans transitions more vehicles to ZEBs, the entry-level operator curriculum provided by SamTrans will need to include ZEB materials. The operation of the bus can have a significant impact on battery performance, and operators need to know how to safely operate and evaluate a ZEB if necessary. The OEM will have an operator training program available to show best practices related to the vehicle and model.

**Cleaners** – This work group is will not operate or maintain a ZEB vehicle but should know the basic safety elements to ensure that every member of the team is safe. If cleaners have a classification similar to service attendants, they will need all the training appropriate for anyone who may be operating a bus.

**Facility Technicians** – To support maintenance of charging systems, items such as asset records, system drawings, maintenance manuals, preventative maintenance and inspection, and task descriptions for the new equipment

should be available for the facility technician staff. Since some components of the charging systems will be covered under warranty, training should also consider interaction with the charging system vendor and identification of issues that require formal reporting. This will allow facility technicians to monitor warranties and provide them the information they need to successfully contribute to the program.

**Transit Field or Road Supervisors** – Road Supervisors and Control Center staff are often on the front line when an operator needs assistance. These staff members will require the same training as the operators and be provided with ZEB troubleshooting so they can assist operators in the field with basic problems.

**Safety** – The safety department will need to be knowledgeable of potential hazards associated with ZEBs, proper PPE procedures, and any differences in evacuation strategies. The safety department will also coordinate with SamTrans, contractors, and local first responders to ensure they have the training required to perform their jobs in a safe and efficient manner, including in the event of battery fires or other propulsion incidents.

**Schedulers/Planners** – With the decreased range capacity of ZEBs, service planners will need to consider vehicle capabilities when making schedules. Planners need to know the delivery dates of ZEBs in advance so they can create appropriate schedules, leading to a smooth deployment. While this is not difficult to train or prepare for, new SOPs will need to be in place and new considerations for planning service with ZEBs will need to be considered for scheduling and planning staff. The automatic vehicle location provider may provide an Electric Vehicle Management Service (EVMS) program, which offers additional tools for schedulers, planners, dispatchers, and operators to actively manage individual vehicles' SOCs.

**Other Positions** – Other positions at SamTrans will not require training as extensive as that described above. However, some positions may need to revisit current SOPs and adjust for ZEBs. For example, the parts department will need to understand that procurement timelines may be different for the new parts, and inventory levels may need to be revisited. Ensuring that all staff understand how the ZEBs operate and what their procedures and skills will allow for smooth execution.

#### 7.1.4 SKILLS GAP ASSESSMENT

In addition to the skills identified for each major job classification mentioned above, new training items and knowledge will need to be added to the training curriculum.

Some diesel technicians currently may have any familiarity with electrical work, even at the low voltage level. Additional training courses have been identified to assist in closing any workforce gaps, i.e., advanced electrical principles, multimeter usage, PPE for high voltage, and advanced diagnostic tools. Details on these courses can be found later in this section. These classes will equip an experienced diesel mechanic, with many valuable years of knowledge, and allow mechanics to transition safely and competently to working on zero-emission vehicles. Table 7-1 outlines the approximate impact that the transition to ZEB vehicles is anticipated to have on different job classifications.

**Table 7-1. Zero-Emission Bus Impacts to Staff Responsibilities**

Position	Job Impact
Bus Operations Supervision	Medium
Cleaners	Low
Control Center	Low
Dispatchers	Low
Facility Technicians	Medium
Maintenance Supervision	High
Operators	Low
Safety	Medium
Schedulers/Planners	Low
Technicians	High
Training Instructors	High
Transit Field Supervisors	Medium

Source: WSP

### **SAMTRANS WORKFORCE DEVELOPMENT INITIATIVES**

SamTrans currently has several initiatives underway to promote and develop the technical abilities of maintenance personnel. While all are focused on the need to address the growing demand for skilled maintenance technicians, there is a new focus on meeting the maintenance needs for zero-emission technologies.

SamTrans had its first New Flyer FCEB delivered in September 2023, and has 10 BEBs in operation. One training initiative associated with these deliveries:

- OEM Training – Personnel from SamTrans will attend training sessions provided by New Flyer.

### **7.1.5 RECOMMENDATIONS FOR STANDARD OPERATING PROCEDURES CHANGES**

#### **CHARGE MANAGEMENT**

Through charge management, an agency ensures that a BEB has enough “fuel” for the day. This will be a new procedure for the SamTrans organization. At many agencies, monitoring charge while the vehicle is in service is a function of dispatch or the operations control center, with operators as a backup. The software for dispatching buses often includes charge management capabilities. The SOC thresholds can be set by SamTrans. Experience has shown that agencies generally choose 20% to 30% SOC as the “red flag” signal to organize a bus swap.

Charge management is much more than just monitoring a bus's daily charge. Depending on the software selected by SamTrans, many things can be analyzed. This includes overall battery health, operator performance, and impacts on charge. The charge management program may be able to assist with the coordination of the facility chargers in a way that best maximizes charging at the time of day when rates are the lowest.

### **FUELING (PLUGGING IN VEHICLES)**

SamTrans' end of the day process for vehicles may need to be modified to take advantage of activities being separated. As noted above, most agencies use the bus coming in at the end of the day as an opportunity to process it. This includes fueling, sweeping, cleaning, probing, and emptying the vault, as well as recording any information as required. Fueling takes the longest of all those activities, so often the service attendant will conduct other activities on the bus while the vehicle is fueling. SamTrans may wish to rethink how often, at what time of day, and even where these activities are performed.

This change in activity is an opportunity for SamTrans to rethink how to best maximize the other activities relating to cleaning and probing the buses. This change might not need to be implemented with the pilot programs, but as more vehicles transition, it could be an opportunity for improvement within the operation. SamTrans should determine whether service attendants will be responsible for plugging in vehicles or whether that will fall upon the operator, or someone else entirely. The procedures also may be dependent on what kind of charging infrastructure SamTrans chooses, and it may make sense to have different procedures for pantograph charging positions versus plug-in positions.

### **EMERGENCY PROCEDURES**

SamTrans will need to modify emergency procedures for ZEBs. A set of procedures will be required for vehicles and charging infrastructure in both facility and on-route scenarios. The National Fire Protection Association has emergency response guides by vehicle type that will also be helpful in updating these procedures.<sup>13</sup>

TCRP is in the process of completing two reports on emergency response procedures that will be helpful to this effort once completed:

- TCRP E-14 Electric Bus Fire Prevention and Risk Management
- TCRP H-61 Resilience and Emergency Response Planning for Zero-Emission Fleet

#### **7.1.6 RECOMMENDATIONS FOR OPERATING PRACTICES TO MAXIMIZE BATTERY UTILIZATION**

As with any other part of a bus, batteries need daily checking to avoid expensive breakdowns or catastrophic failures. As ICE oil is checked every day, so should battery cell condition and charge readiness for ZEBs. This should be done via the battery management system that, when linked on a laptop, will show cells that have gone

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<sup>13</sup> National Fire Protection Association, Alternative Fuel Vehicle Safety Training, Emergency Response Guides

defective or are out of balance with the rest of the battery. Failure to do so will cause the battery to underperform and accelerate battery degradation.

Lithium-ion batteries maintain their charging capacity more readily when the SOC is maintained between 90% and 10%. It is not recommended to fully charge a vehicle. Vehicles often have systems in place to prevent charging a battery to 100%, but this should be confirmed with the OEM.

## **MAINTENANCE**

The following maintenance procedures are recommended for maximum use of battery electric buses.

- Precondition the vehicle—i.e., cool down or heat up the vehicle while it is still on the charger before bus pullout.
  - This is less of a concern for vehicles that either:
    - have diesel heaters, or
    - are stored indoors
- SamTrans should work with each individual manufacturer for recommendations on the current best practices related to preconditioning.
- Ensure that tires are properly inflated. A new generation of tires specifically designed for BEBs is now available. These tires are designed to have low rolling resistance and can influence fuel usage by up to 20%.<sup>14</sup> Tire condition and maintenance is as vital for BEBs as for all vehicles.
- Do not rapid-charge batteries at every plug in, as this can shorten battery life. Vary the intensity and duration of charge, especially on weekends; this will ensure the maximum use of the battery.
- Employ quality preventative maintenance programs to help minimize in-service complications.

## **OPERATIONS**

Many of the tips for improving operator performance and battery life will also provide SamTrans customers with a smoother ride. The operator should focus on smooth acceleration and driving the speed limit, as well as continually looking ahead to predict whether they will need to accelerate and brake and, when possible, using regenerative braking for most of the braking. While these practices are recommended for a smooth ride on any transit vehicle, the operators with the smoothest action on the accelerator and brake pedals will also be the most successful at maximizing the bus's battery range.

The following recommendations are for operators to achieve optimal ZEB performance

- Make safety everyone's priority
- Practice smooth acceleration

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<sup>14</sup> Michelin, Michelin is Also Writing the Future of Electric Mobility, November 9, 2021



- Use regenerative braking:
  - Read the road ahead.
  - Let the regenerative braking do most of your slowing down.
- Coach and mentor operators to achieve better battery performance
  - California Transit Works has an excellent video presenting an electric bus from the operator’s perspective.<sup>15</sup>

Charge Management software may have a driver behavior module that could assist SamTrans staff with monitoring operator behavior.

### 7.1.7 TOOLS AND INVENTORY

SamTrans should work with the OEM of any vehicle they purchase to develop a list of recommended special tools that will be required with each order; this should include any tools that are required for working on high-voltage components. SamTrans should also request a list of recommended spare parts—items that are either frequently replaced or difficult to acquire.

Some general BEB tool recommendations are shown in Table 7-2. These recommendations would apply to any high-voltage equipment work, so they could be applied to anyone working on charging infrastructure.

**Table 7-2. Zero-Emission Bus Tools**

Tool	Recommended Quantity	Notes
Insulated hand tools	One set for each ZEB technician that could be worked on a ZEB at any given time	ASTM F1505-01 and IEC 900 standards and compliance with OSHA 1910.33 (c)(2) and NFPA 70E Standards
Digital Multi-meter, Cat III – 10,000 VDC	1 for each ZEB technician that could be working at any time	
Cat III – 1000VDC alligator clips, probes, and test leads	Ample supply	

Source: International Transit Learning Center

### 7.1.8 OPERATIONS BEST PRACTICES AND RECOMMENDATIONS SUMMARY

Significant work is required to adopt and employ these new technologies at the organizational level. The correct tools and electronic devices need to be available; safety and driver training must be specific and to the point.

<sup>15</sup> [ZERO EMISSIONS. catransitworks.org](https://www.catransitworks.org)

Operators can have a positive impact on the overall battery use with smooth braking and acceleration. Maintenance staff can help reduce the chance of roadside failures with a strong preventive maintenance program.

DRAFT

## 8 COSTS AND FUNDING

This section reviews the costs associated with operating and maintaining BEBs and FCEBs over a 12-year period. As both battery and fuel cell technologies are still evolving, SamTrans is not ready to fully commit to one or the other technology at this point. The cost analysis is focused on the transition of the North Base as the service evaluation revealed that the service operated out of the North Base could face range concerns with only BEBs. The transition plan at South Base will be determined at a later date, anticipated in 2024.

### 8.1 COST ANALYSIS

#### 8.1.1 APPROACH AND ASSUMPTIONS

SamTrans has completed a life cycle cost analysis to help determine the preferred ZE technology for its North Base. The life cycle cost is assessed over a 12-year period which is typically the length of a bus's useful life. The analysis estimated the costs on rolling stock (vehicles), infrastructure, maintenance, and energy in order to compare the cost effectiveness between running BEBs versus FCEBs. This analysis is currently only conducted for the entire North Base as the South Base is already getting partially electrified.

#### 8.1.2 LIFE CYCLE COSTS

##### **NORTH BASE**

To assess the technology that can provide the best cost-effectiveness at the North Base, SamTrans evaluated the following cost categories for both BEB option and FCEB option.

- **VEHICLE COSTS**

The 2023 costs on both 40-foot and 60-foot buses are collected for both BEBs and FCEBs. Currently, BEBs in the market have a maximum range of approximately 200 miles which do not cover all service blocks originate from the North Base. As such, the analysis assumed that SamTrans needs to purchase an additional 17 40-foot buses and six 60-foot buses in order to meet the current service level. As for FCEB option, no additional buses would be needed as FCEBs provide sufficient range to complete SamTrans services. Even though the unit cost on BEBs are lower than FCEBs, the total vehicle cost will be higher for the BEB option as more vehicles are needed with running BEBs.

- **INFRASTRUCTURE COSTS**

- **MAINTENANCE COSTS**

- ENERGY COSTS**

The energy cost is calculated as average milage cost for using electrify versus hydrogen. The BEB option will also require the use of an Energy Management Software while FCEB option does not require additional power management system. Currently, the energy cost of the FCEB option is higher than BEB option.

**Table 8-1. Life Cycle Costs – North Base**

	#	BEB Option	#	FCEB Option	Diff (FCEB-BEB)
40' bus	148	\$ 1,094,939	131	\$1,285,144	
60' bus	37	\$ 1,716,175	31	\$1,777,290	
<b>Subtotal (Buses)</b>		<b>\$252,393,157</b>		<b>\$247,008,174</b>	<b>\$(5,384,983)</b>
Infrastructure		\$144,950,000		\$36,150,000	
Vehicle Maintenance		\$36,592,886		\$42,106,882	
Infrastructure Maintenance		\$3,900,000		\$8,580,000	
<b>Subtotal (Infrastructure + Maintenance)</b>		<b>\$185,442,886</b>		<b>\$86,836,882</b>	<b>\$(98,606,004)</b>
Average Cost per Mile		\$0.76		\$1.02	
No of Miles (12 years)		50,127,241		50,127,241	
Energy Management Software		\$3,000,000		N/A	
<b>Subtotal (Energy)</b>		<b>\$41,096,703</b>		<b>\$51,129,786</b>	<b>\$ 10,033,083</b>
<b>Total</b>		<b>\$478,932,746</b>		<b>\$384,974,842</b>	<b>\$(93,957,904)</b>

Source: SamTrans

### **SOUTH BASE**

The SamTrans South Base is scheduled to have 37 permanent BEB chargers installed by 2026 to be used by the 37 BEBs that are already procured. It is anticipated the same life cycle cost analysis will be conducted for the remainder of the South Base in 2024 with up-to-date cost information based on the actual FCEB operations.

## **8.2 FUNDING**

### **8.2.1 EXISTING FUNDING SOURCES**

Same as most other US transit agencies, apart from fare revenue, SamTrans relies on the funding from local, station, and federal programs for its day-to-day operation.

**Table 8-2. SamTrans Major Funding Sources**

Funding Source	Funding Type	Description
FTA Urbanized Area Formula Funds (5307)	Federal Formula	This section provides funding for the acquisition, construction, improvement, and maintenance of transit facilities and equipment. Resources are allocated to urban areas according to a formula and are usually matched on an 80 percent federal, 20 percent local basis.
FTA Rural Area Formula Grants (5311)	Federal Formula	This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula incorporating land area, population, and transit service. SamTrans typically uses these funds to help subsidize bus service on the Coastside of San Mateo County, though the funds could be used for capital replacement if needed.
Regional Bridge Tolls	Regional	<p>Bridge toll revenues provide funding for transit projects on or near bridge corridors that help to relieve bridge traffic and/or provide alternative public transit services. Bridge toll revenues normally serve as state and local match for SamTrans and other operators to leverage federal capital funds. In general, funding available from this source has not been sufficient to provide the match for all funded capital projects. The priority for matching funds is given to projects funded under the federal Section 5307 and 5339 programs.</p> <p>The regional Measure 2 and Measure 3 was established in 2004 and 2019, respectively, approving increases in bridge toll.</p>
Low Carbon Transportation Operations Program (LCTOP)	State Formula	The LCTOP program provides state cap and trade funds on a formula basis to transit agencies and metropolitan Planning Organizations to fund transit projects and operations that reduce greenhouse gas (GHG) emissions. Specifically, approved LCTOP projects will support new or expanded bus service, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate these services or facilities. The amount of funds available is dependent on statewide auctions of emissions credits.
State Transit Assistance State of Good Repair Program	State Formula	This is a SB1 program which provides transit agencies across the state with formula funding of approximately \$105 million annually. These funds are available for eligible transit maintenance, rehabilitation and capital projects that benefit public transit. SamTrans receives approximately \$900 thousand annually from this program.
Measure W	Local	A half-cent sales tax to create approximately \$80 million per year in new revenue, approved by San Mateo County residents in 2018. Half the proceeds from this measure will be invested in public transit to maintain and enhance bus, paratransit, rail, and other services.
Measure M	Local	Approved by the voters of San Mateo County in 2010, Measure M imposes an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation related traffic congestion and water pollution mitigation programs. The revenue is estimated at \$6.7 million annually over a 25-year period. Per the expenditure plan, 50 percent of the net proceeds will be allocated to cities/the county for local streets and roads and 50 percent will

	<p>be used for countywide transportation programs such as transit operations, regional traffic congestion management, water pollution prevention, and safe routes to school. SamTrans receives approximately \$1.4 million annually to support paratransit operations.</p>
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### 8.2.2 OTHER FUNDING SOURCES AND GRANT OPPORTUNITIES

A variety of funding sources and competitive grant programs are also available for SamTrans to pursue for the procurement of zero-emission vehicles and required infrastructure, including regional, state, and federal sources.

Examples of funding sources are as follows:

- FTA Competitive Grants
  - Section 5339 Bus and Bus Facilities Program
  - Section 5339 Low or No Emission Vehicle Program
- SB1 Local Partnership Program (LPP)
- Transit and Intercity Rail Capital Program (TIRCP)
- Affordable Housing and Sustainable Communities Program (AHSC)
- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)
- Caltrans State of Good Repair (STA SOGR)
- Service Transportation Block Grant Program (STBG)
- Congestion Mitigation and Air Quality Improvement (CMAQ)
- Bay Area Air Quality Management District (BAAQMD) Grant Program
- Volkswagen Environmental Mitigation Trust
- Other potential funding sources have been identified, but not included in the planned budget. These sources could be utilized at a future time to acquire either ZE vehicles or infrastructure.

### 8.2.3 COST ESTIMATES AND FUNDING

Since the first adoption of the 2020 ICT Rollout Plan, SamTrans has been actively seeking funding and grant awards to support the overall transition undertaking. Table 8-3 presents the current planned vehicle and infrastructure procurements and their funding sources.

**Table 8-3. Planned Procurements and Funding**

Item	Year of Expenditure	Estimate (in \$M)	Grants and Incentives
<b>Zero Emission Buses (ZEBs)</b>			
FCEBs	FY24	\$ 162.3	\$123.9M (FTA & State grants) + HVIP <sup>2</sup> + ARCHES <sup>3</sup>
FCEBs	FY25 - FY32	\$ 135.3	FTA (70% - 80% of Cost) + State Incentives
ZEBs (TBD) <sup>1</sup>	FY25 - FY32	\$ 198.4	FTA (70% - 80% of Cost) + State Incentives
Paratransit	FY25 - FY32	\$ 35.0	FTA (70% - 80% of Cost) + State Incentives
<b>Total - ZEBs</b>		\$ 531.0	
<b>ZEB Infrastructure</b>			
No. Base - FCEB	FY24 - FY26	\$ 36.2	ARCHES <sup>3</sup> Grant
So. Base - BEB	FY24 - FY27	\$ 37.5	\$28.12M in Federal & State grants
So. Base - ZEB (TBD) <sup>1</sup>	FY26 - FY31	\$ 93.6	Apply for Competitive Grants
<b>Total - ZEB Infrastructure</b>		\$ 167.3	

1. Cost Estimates assume remaining ZEBs are BEBs

2. HVIP – CA Hybrid & Zero Emission Truck & Bus Voucher Incentives

3. ARCHES – Alliance for Renewable Clean Hydrogen Energy Systems (D.O.E. Hydrogen Hub Grant Recipient)

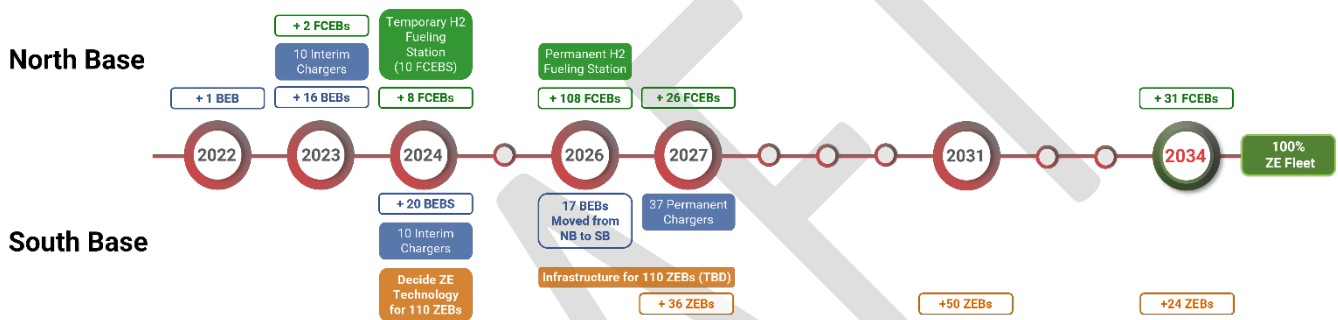
Source: SamTrans

# 9 CONCLUSION AND NEXT STEPS

## 9.1 OVERALL TRANSITION STRATEGY

Considering the results of the service modeling analysis, fleet replacement schedule, facility upgrade timeline, and current ZE market conditions, SamTrans will prioritize BEBs for the Phase I transition at the South Base, while aiming for full fleet transition to FCEBs at the North Base. The ZE technology for subsequent transition phases at South Base will be decided in 2024 (Figure 9-1). Several actions, noted below, are being taken to align current efforts with this ZE transition strategy.

**Figure 9-1. Path to Full Zero-Emission**



Source: SamTrans, WSP

### 9.1.1 EXTEND THE USEFUL LIFE OF EXISTING VEHICLES TO PROVIDE MORE TIME FOR PLANNING AND INFRASTRUCTURE BUILD-OUT

Especially at the beginning of the transition, SamTrans will delay the retirement of several of the diesel buses to align facility upgrade timelines with ZEB vehicle deliveries, allow for further technology development, and provide more time to assess performance data from the first several ZEBs. In general, it is assumed that the fixed-route vehicles will have 12 years of vehicle operational life. However, for the purposes of transitioning to a full ZE fleet, several of the vehicles will need to be operated one to five years past their useful life. For example, 105 2009 Gillig diesel buses are planned to be replaced by FCEBs in 2026, four years beyond the preferred useful life benchmark.

### 9.1.2 INVEST IN MODULAR INFRASTRUCTURE

Two types of infrastructure are needed to operate the two vehicle technologies. Short term risks can be minimized by planning and implementing a modular infrastructure program. SamTrans currently is in the process of retrofitting the South Base to support 37 BEBs and is considering increasing the capacity for an additional 110 BEBs. Due to the modular nature of the design, the remaining vehicles in the fleet can be transitioned to FCEB if preferred. Meanwhile, for the North Base, modular gas hydrogen trailer will first be delivered to the site to support 10 FCEBs. The fueling station then can be scaled up to permanent liquid storage as the number of FCEBs increases in the fleet.



However, it is important to note that both of SamTrans' bases are spatially constrained, with the North Base also contending with sea level rise and erosion issues. With each ZEB technology requiring related infrastructure, and each infrastructure its own footprint, it becomes difficult spatially to include both ZEB technology types at one base. For example, the BEB infrastructure essentially requires one parking space for every five BEB charging/parking spaces. H2 infrastructure is more compact, but the setbacks required from the tanks and fueling areas also pose a challenge. Running a mixed fleet out of a single base is not impossible, but it does consume more of a base's valuable space than would be required with a single technology. An additional factor is the need for costly upgrades to maintenance facilities that will service FCEBs and limiting that cost to a single base would be preferable.

### 9.1.3 GAIN EXPERIENCE WITH BOTH BEBS AND FCEBS TO GUIDE AND INFORM FUTURE DECISIONS

It is estimated that SamTrans will have both BEBs and FCEBs in the fleet by the end of 2023. These first ZEBs should be deployed into the services that best matches their capabilities. In the short-term, the blocks listed as "High Difficulty" are an appropriate use for FCEBs. Because these blocks are not optimal for a BEB, the use of FCEBs would allow each of these blocks to be served with a one-for-one replacement with an FCEB. Meanwhile, the procured BEBs should be deployed on blocks that have "Low Difficulty."

Real-world performance data will then be gathered to assess the impacts of factors such as temperature, slope, traffic, regenerative braking, and driver behavior on vehicle range. The deployment of BEBs and FCEBs, thus, would allow SamTrans to become familiarized with both ZE technologies and help inform future technology decisions. As mentioned, a technology decision should be made in 2024 to allow for facility upgrades and ZEB procurement to be completed in time. Additionally, it will provide a level of resilience that would not be possible with a single-technology approach.

## 9.2 NEXT STEPS AND ON-GOING EFFORTS

The following next steps should be taken to ensure successful full fleet ZE transition:

1. **Data Collection:** Collecting essential vehicle performance data from the deployed BEBs and FCEBs to better inform future decisions.
2. **Market Research:** Monitor market conditions and technological advancements and engage with peer transit agency to gather insights and lessons learned to inform future technology selection.
3. **Technology Decision:** Decide on preferred future technology mix for the South Base by 2024.
4. **Funding application:** Actively seek and apply for federal, state, and local funding opportunities for ZE vehicles and infrastructure.
5. **Facility Upgrade and Vehicle Procurement:** Upon deciding the technology mix, undertake necessary facility upgrades and initiate the bus procurement process.

6. **ICT Regulation Annual Fleet Update:** Provide an annual update regarding agency and fleet information to the CARB in adherence to the ICT Regulation.
7. **Periodic Re-assessment:** Regularly review and adjust the Transition and Roll-Out plans to ensure alignment with SamTrans' strategic plan, service schedules, market conditions, and technological trends.

DRAFT

# Update of Innovative Clean Transit (ICT) Plan

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SamTrans Board of Directors  
December 6, 2023



# TOPICS

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1

**Background**

2

**Program Scope**

3

**Zero Emission  
Technology Evaluation**

4

**2023 ICT Plan Update**

5

**Progress**

6

**Next Steps**



**samTrans**  
Innovative Clean Transit (ICT) Rollout Plan

December 2, 2020

# Background

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## 2018: California Air Resources Board (CARB) adopted ICT Regulation

- Requires transit providers to transition fleet to 100% Zero Emission (ZE) by 2040
- Requires 100% of fleet purchases to be ZE by 2029



## 2020: SamTrans ICT Plan approved by Board

- Battery electric buses (BEBs) only
- Includes diesel bus purchases
- Complete ZE transition in 2038



# Program Scope



Vehicle  
Replacement



Infrastructure



Workforce  
Training

# Program Scope Fixed Route Service

446 square miles  
service area

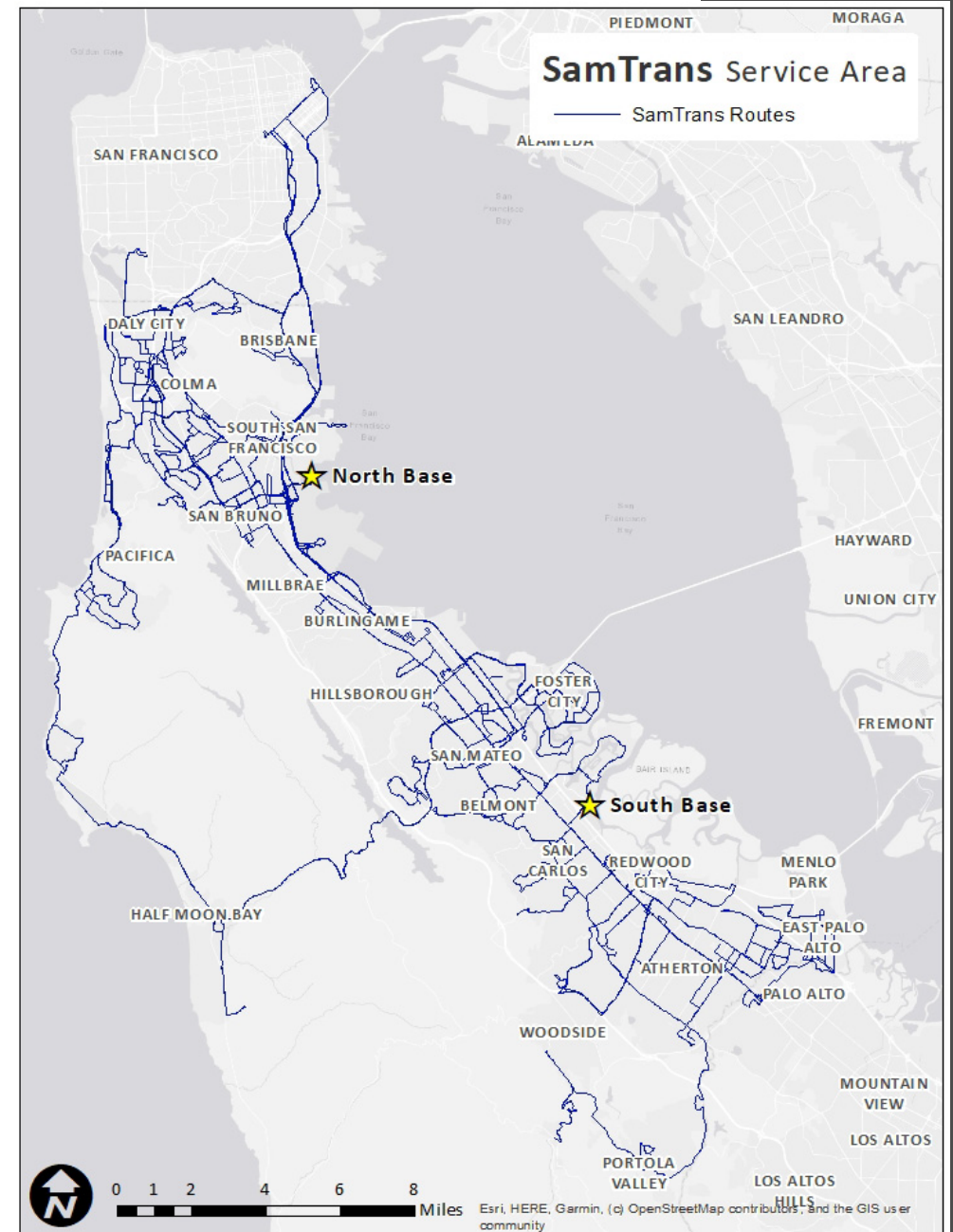


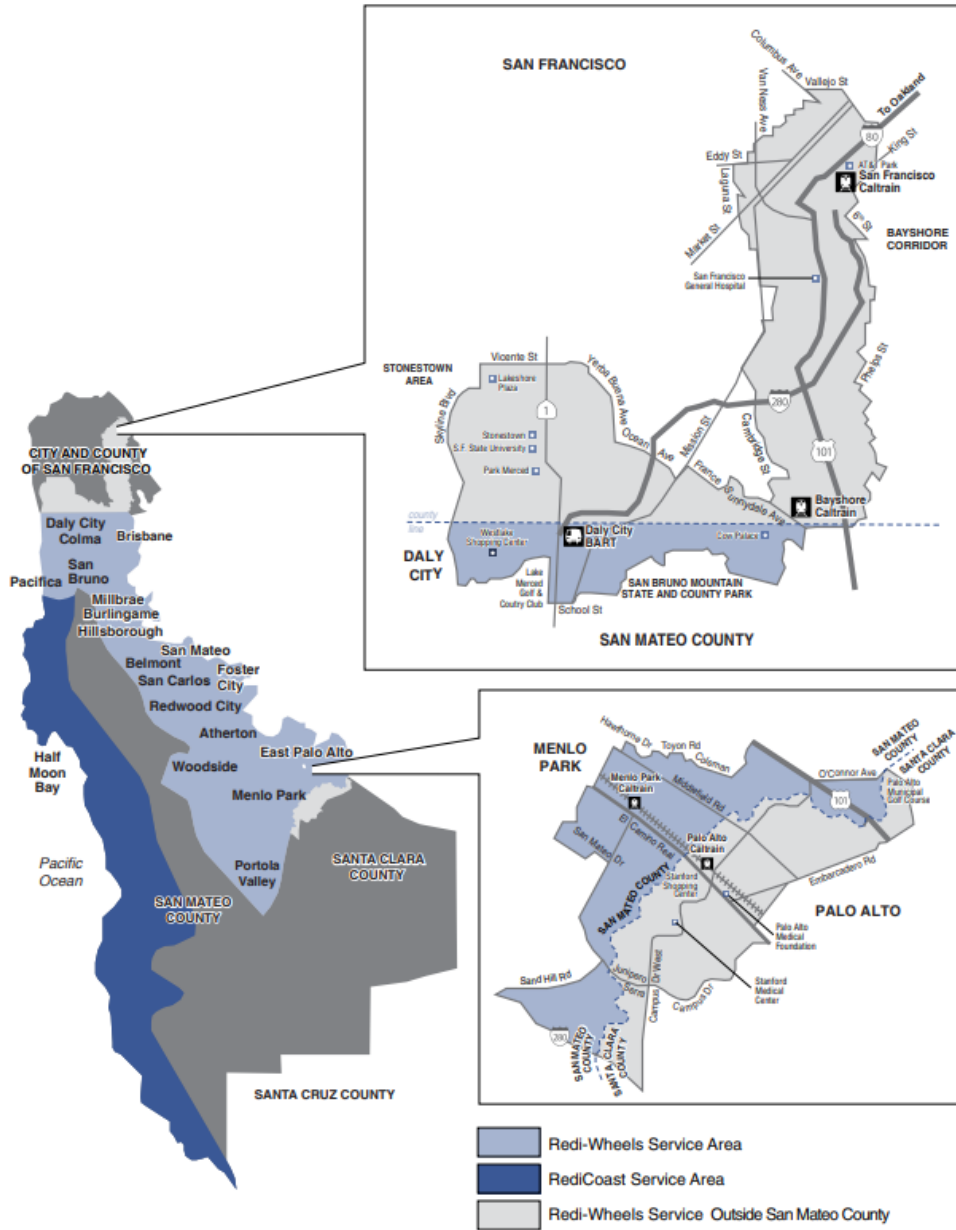
Over 10 million  
trips (pre-COVID)



67 Routes/322 Buses

Local | Community |  
Express/Limited |  
School-oriented | Owl |  
& Special Routes





# Program Scope

# Paratransit Service



**70 Vehicles**  
To be replaced by ZEVs starting 2026



**Shared Ride, Curb-to-Curb Service**  
Optional door-to-door



Over **344K**  
trips (pre-COVID)



# Program Scope

# North Base

# Infrastructure

Photo Credit: [Craig Howell](#)



## Location

- 301 N Access Rd South San Francisco



## Size

- 27 acres



## Vehicles

- 175 buses



## Zero-Emission Infrastructure Status

- 10 Interim Chargers commissioned

\* Zero emission infrastructure constructed on SamTrans-owned property with no disruption to bus service

# Program Scope

# South Base

# Infrastructure



## Location

- 501 Pico Boulevard  
San Carlos



## Size

- 13 acres



## Vehicles

- 147 buses



## Zero-Emission Infrastructure Status

- 10 Interim Chargers under construction (late 2024)
- 37 Permanent BEB Chargers (late 2026)

\* Zero emission infrastructure constructed on SamTrans-owned property with no disruption to bus service

# Program Scope

## Workforce Training

Similar job duties/descriptions.  
New skills!

- ✓ Training
- ✓ Skills gap assessment
- ✓ Re-skilling modules



SamTrans is committed to  
training staff

# Zero Emission (ZE) Technology Evaluation



**BEBs**

## **Battery Electric Buses (BEBs)**

Range: 150 – 200 miles

Charging Time: 4 - 6 hours

**FCEBs**

## **Hydrogen Fuel Cell Electric Buses (FCEBs)**

Range: approx. 300 miles

Fueling Time: 10 - 15 minutes

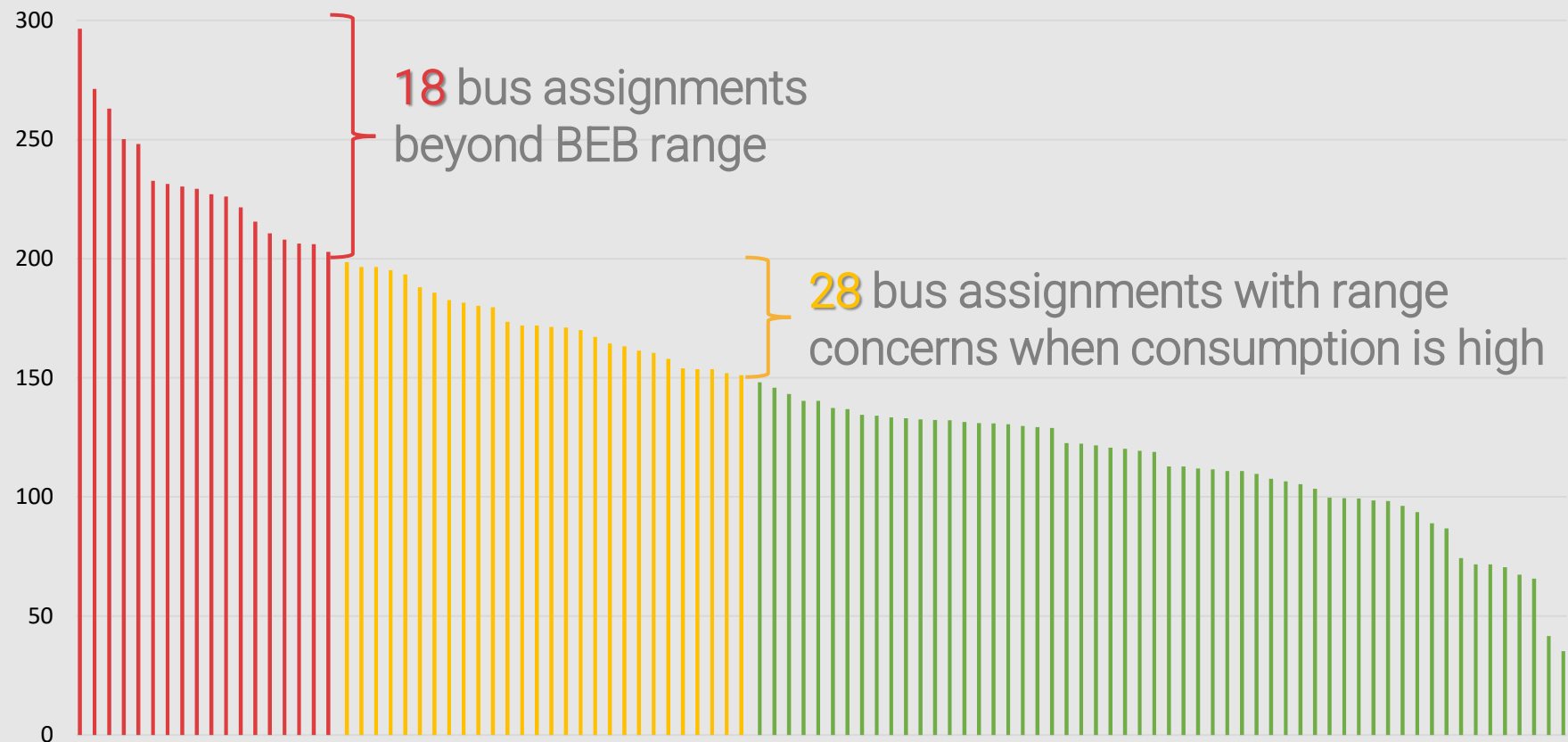
# ZE Technology Evaluation Fixed Route Service (North Base)

● BEB Travel Range:  
~150 miles – 200 miles

● FCEB Travel Range:  
~300 miles

*Assumed 40' bus with 440 kWh, energy consumption at 2.02 kWh/mile – 3 kWh/mile.*

North Base Bus Assignments Distance (Weekday)



● 18% - 45% of bus assignments may have range concerns if only using BEBs

● All bus assignments can be completed by FCEBs

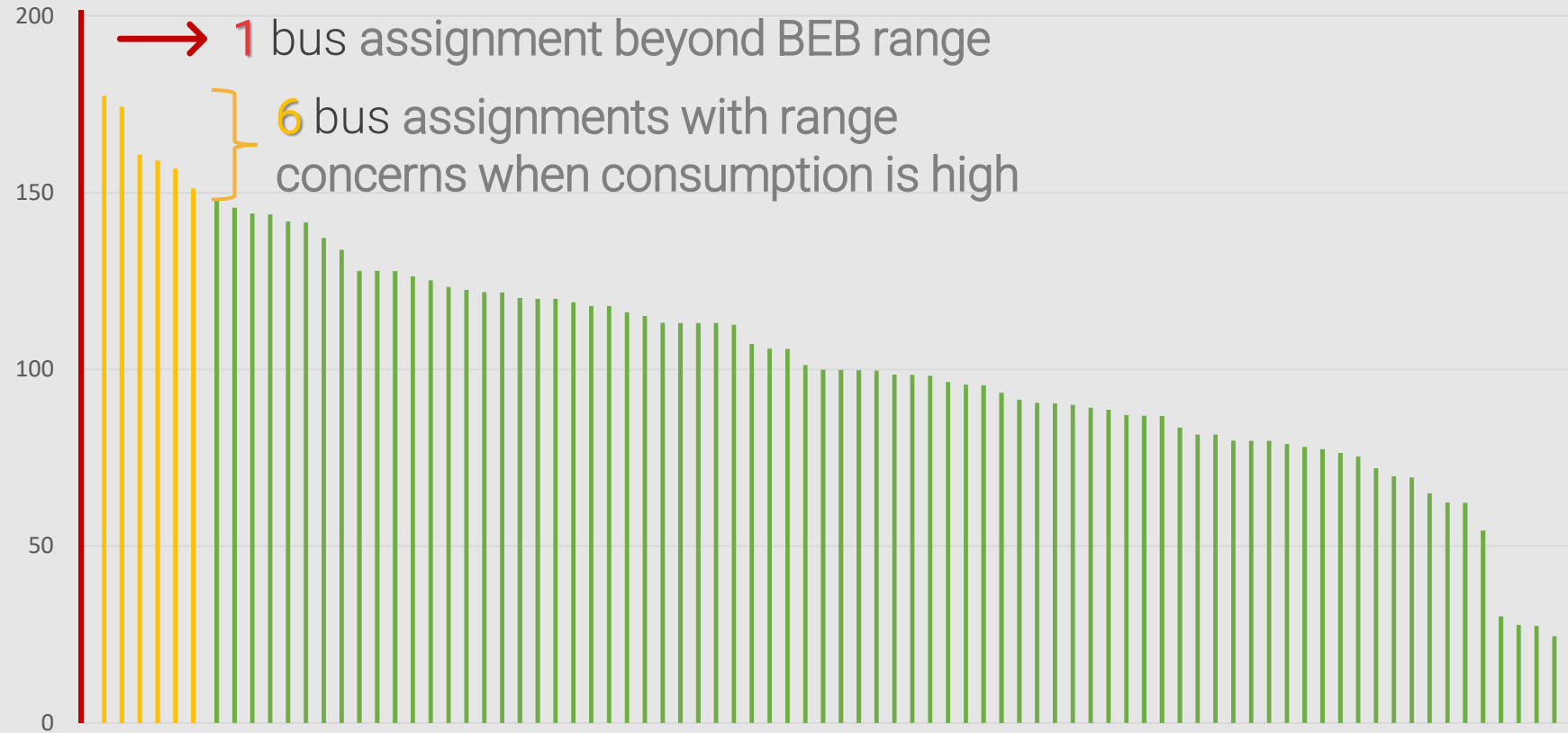
# ZE Technology Evaluation Fixed Route Service (South Base)

● BEB Travel Range:  
~150 miles – 200 miles

● FCEB Travel Range:  
~300 miles

*Assumed 40' bus with 440 kWh, energy consumption at 2.02 kWh/mile – 3 kWh/mile.*

South Base Bus Assignments Distance (Weekday)



● Fewer bus assignments than North Base

● Most bus assignments are shorter than 150 miles

● 1% - 8% of bus assignments may have range concerns if only using BEBs

# FCEB Demonstration

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Mobile Hydrogen Refueler

- ✓ June 2022: Board approved purchase of 10 FCEBs for North Base as part of a Demonstration Program
- ✓ May 2023: Board approved purchase of a mobile hydrogen refueler & award of a 2-year hydrogen supply contract for the 10 FCEBs
- ✓ May 2023: Board approved contract to modify 4 maintenance bays at North Base to enable indoor maintenance of FCEBs

# Life-cycle Cost Analysis\*

- Performed for **North Base** Fixed Revenue Fleet
- FCEBs** have lower infrastructure costs; **BEBs** have lower energy costs
- 12-year lifecycle cost savings of FCEB fleet estimated at **\$94 M**

CAPITAL & OPERATING COSTS (12-year Lifecycle)		
Item	BEB Option	FCEB Option
Number of Buses	185	162
<b>Buses</b>	\$252,393,157	\$247,008,174
<b>Infrastructure</b>	\$144,950,000	\$36,150,000
<b>Maintenance</b>	\$40,492,886	\$50,686,882
<b>Energy (Electricity &amp; Hydrogen)</b>	\$41,096,703	\$51,129,786
<b>Lifecycle Cost Total (NB)</b>	\$478,932,746	<b>\$384,974,842</b>



# BEB Infrastructure\*



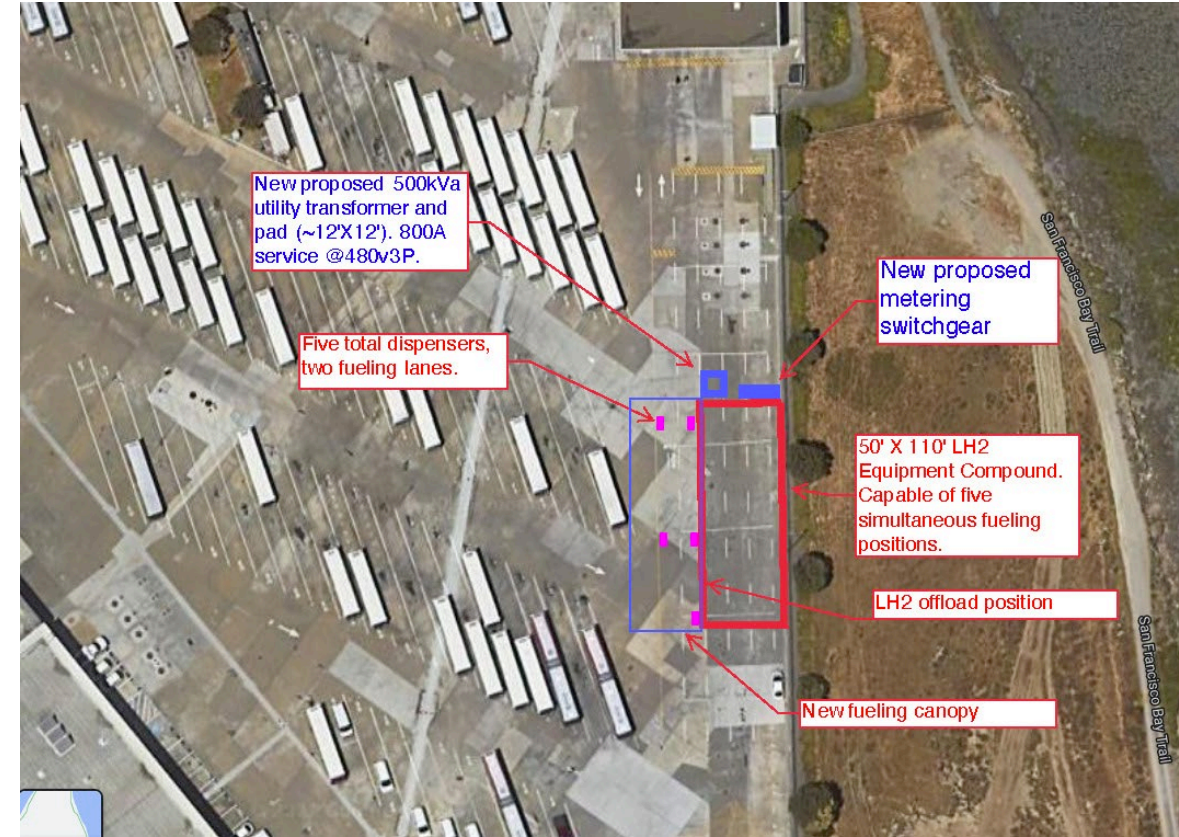
DIGITAL RENDERING



\* Provided at Mar-23 Board Workshop

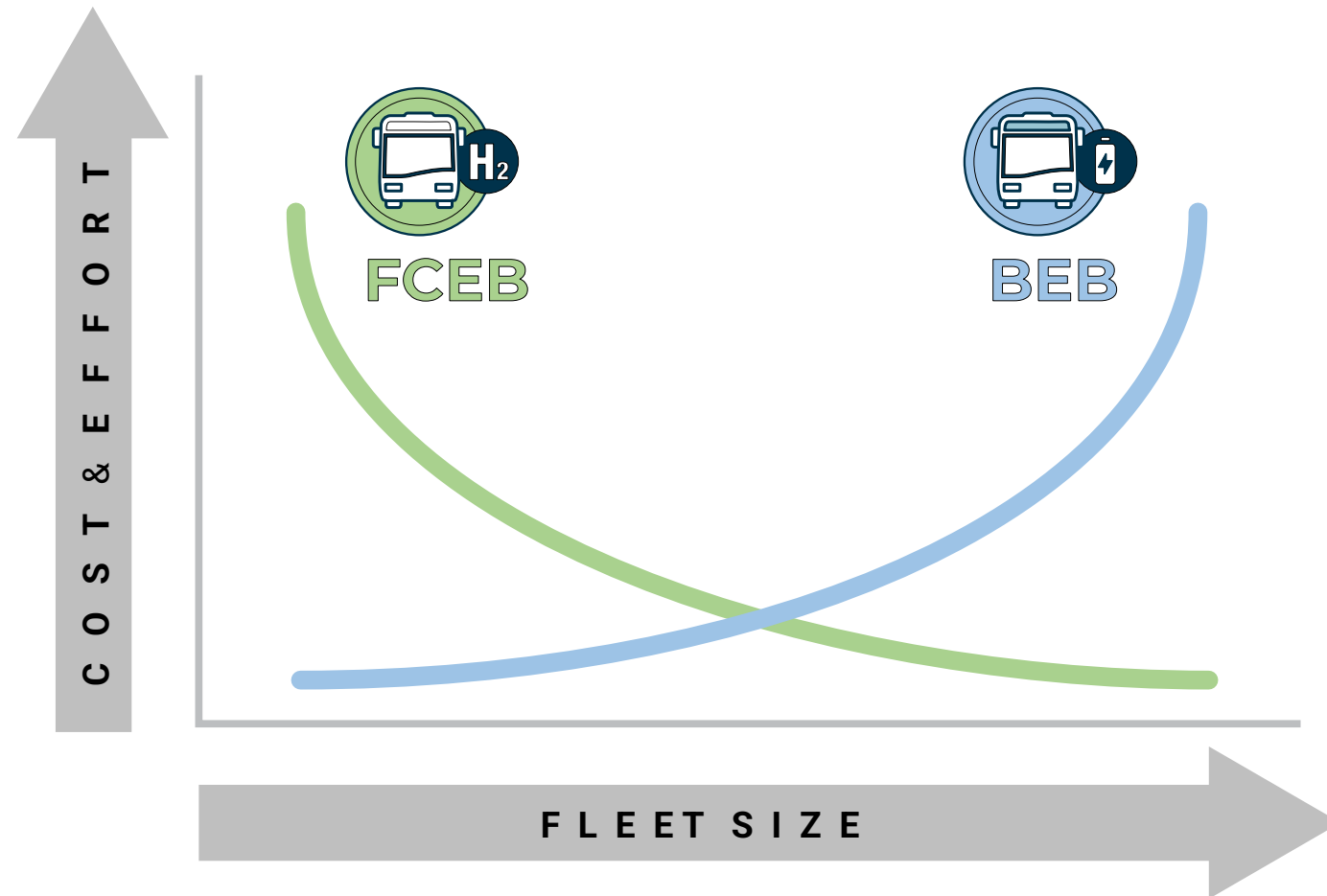


# FCEB Infrastructure\*



## FCEBs vs. BEBs

# Cost per Bus vs. Fleet Size\*



\* Provided at  
Mar-23 Board  
Workshop

## FCEBs vs. BEBs

# ZE Technology Comparison\*

		Fuel Cell Electric Bus (FCEB)	Battery Electric Bus (BEB)
Market	Number of Manufacturers		☑
Operations	Advertised Range	☑	
	Fueling Time	☑	
	Resilience	☑	
Costs	Maintenance		☑
	Energy/Fuel		☑
Facility	Infrastructure	☑	
Climate	GHG Reduction		☑

\* Provided at Mar-23 Board Workshop





SAN MATEO COUNTY TRANSIT DISTRICT

### **SAMTRANS INNOVATIVE CLEAN TRANSIT ROLLOUT PLAN**

NOVEMBER 2023  
DRAFT



\* Aligns with  
Recommendations  
at Mar-23 Board  
Workshop

# 2023 ICT Plan Update\*

- ✓ Replaces all fixed route vehicles at North Base with FCEBs
- ✓ Eliminates diesel bus purchases
- ✓ Defers decision for remaining South Base fleet until 2024
- ✓ Increases focus on equity and workforce development
- ✓ Completes zero emission transition in 2034



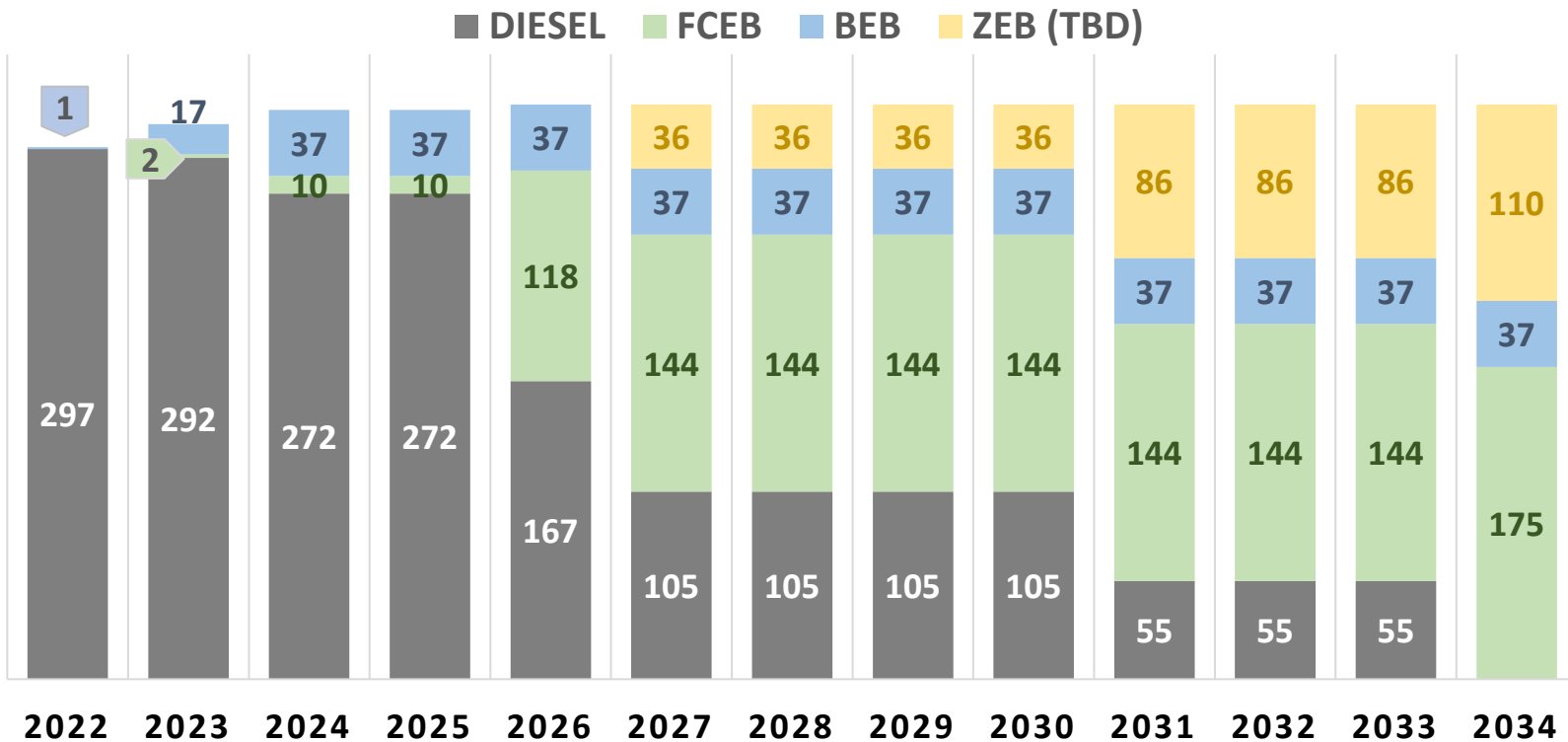
# 2023 ICT Plan

## Fleet Procurement Plan

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Procurement Year	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>FCEBs (No. Base)</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>88</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
<b>BEBs (So. Base)</b>	<b>7</b>	<b>30</b>	<b>0</b>									
<b>ZEBs (So. Base)</b>				<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>24</b>
	<b>7</b>	<b>40</b>	<b>20</b>	<b>88</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>55</b>

# 2023 ICT Plan Fleet Replacement Plan



- 2023

6%

ZEB
  
- 2026

48%

ZEB
  
- 2034

100%

ZEB

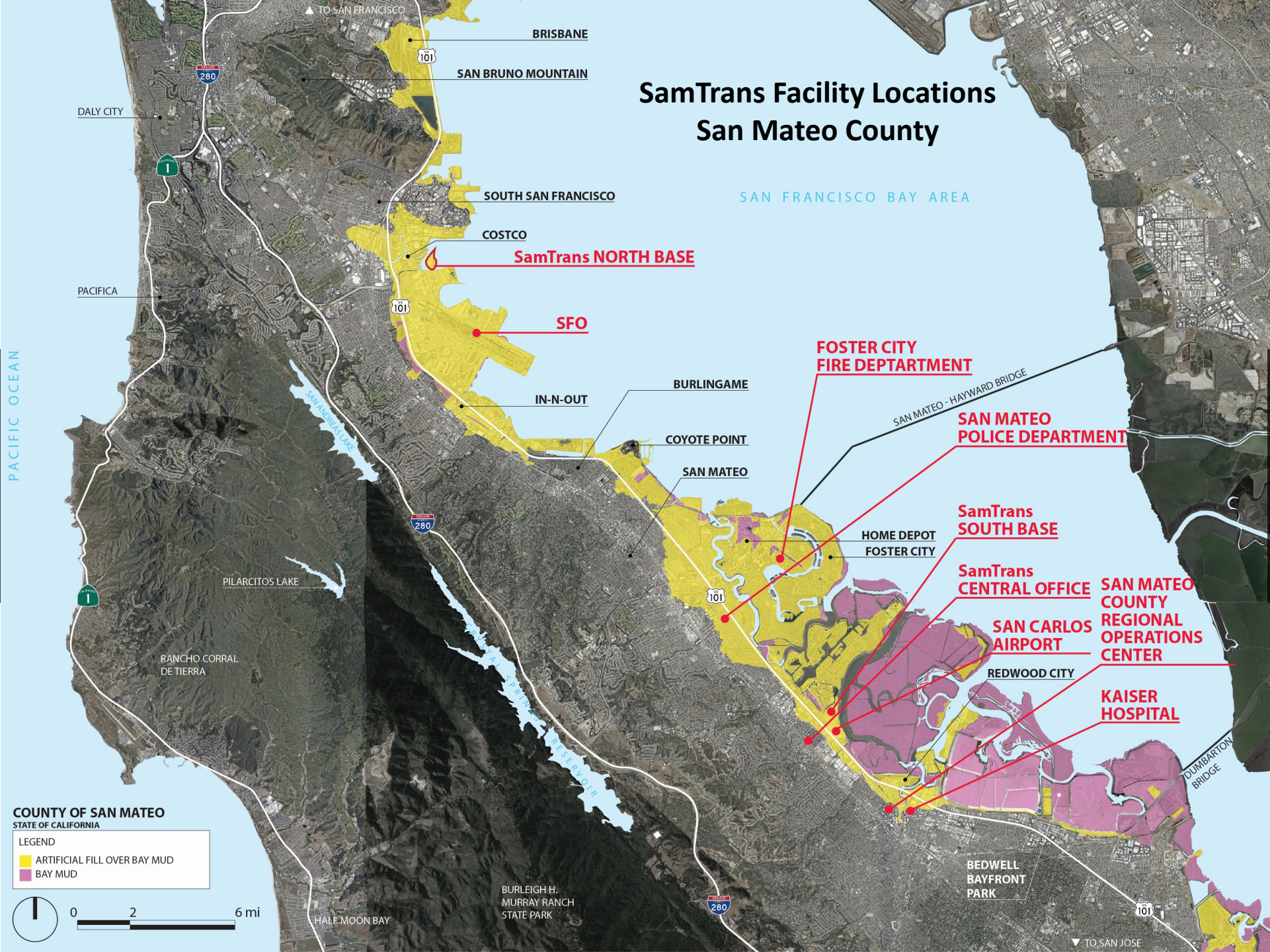
# 2023 ICT Plan Infrastructure



- ✓ Hydrogen Storage & Fueling Station at North Base
- ✓ Additional Modifications to North Base Maintenance Building
- ✓ Additional Permanent BEB Chargers and/or Hydrogen Fueling Station at South Base, depending on decision for remaining fleet



# SamTrans Facility Locations San Mateo County



**COUNTY OF SAN MATEO**  
STATE OF CALIFORNIA

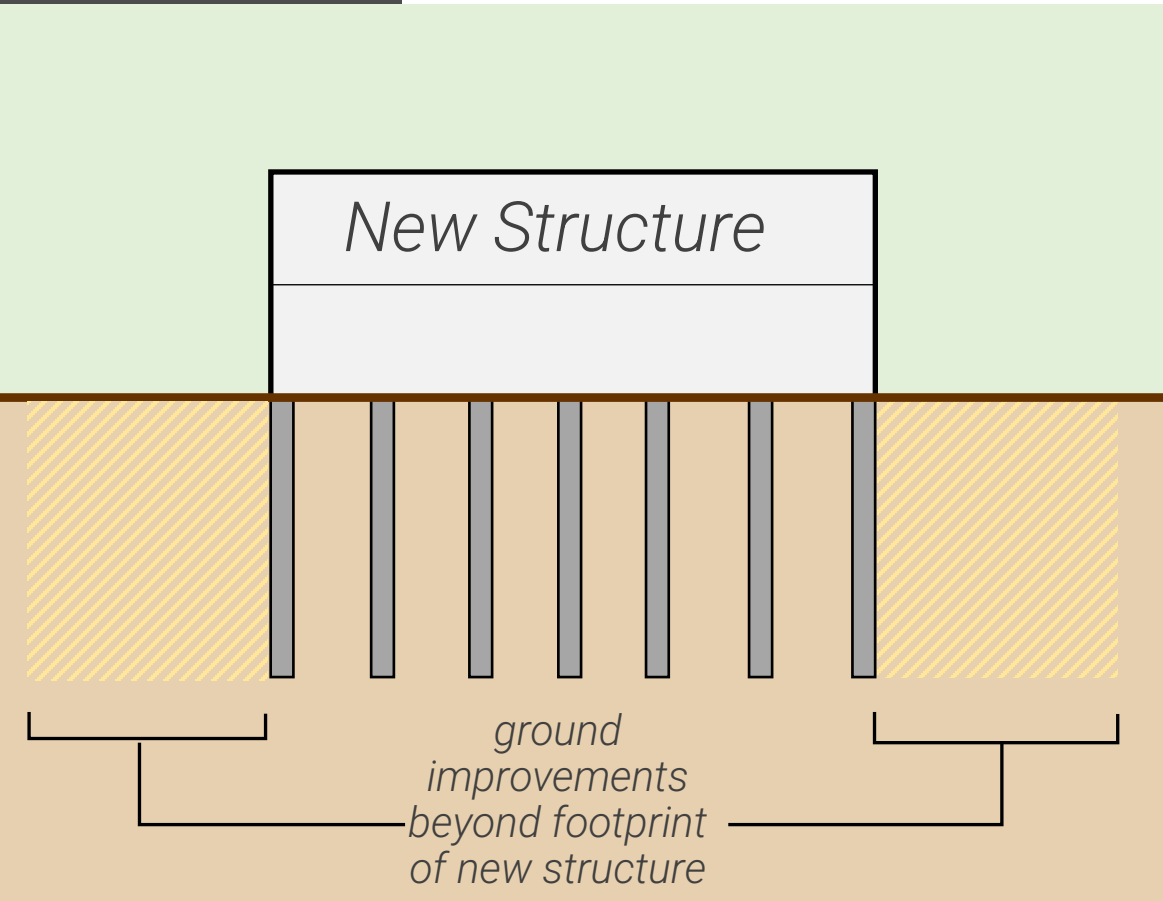
LEGEND

- ARTIFICIAL FILL OVER BAY MUD
- BAY MUD

0 2 6 mi

# 2023 ICT Plan

## Soils & Foundations



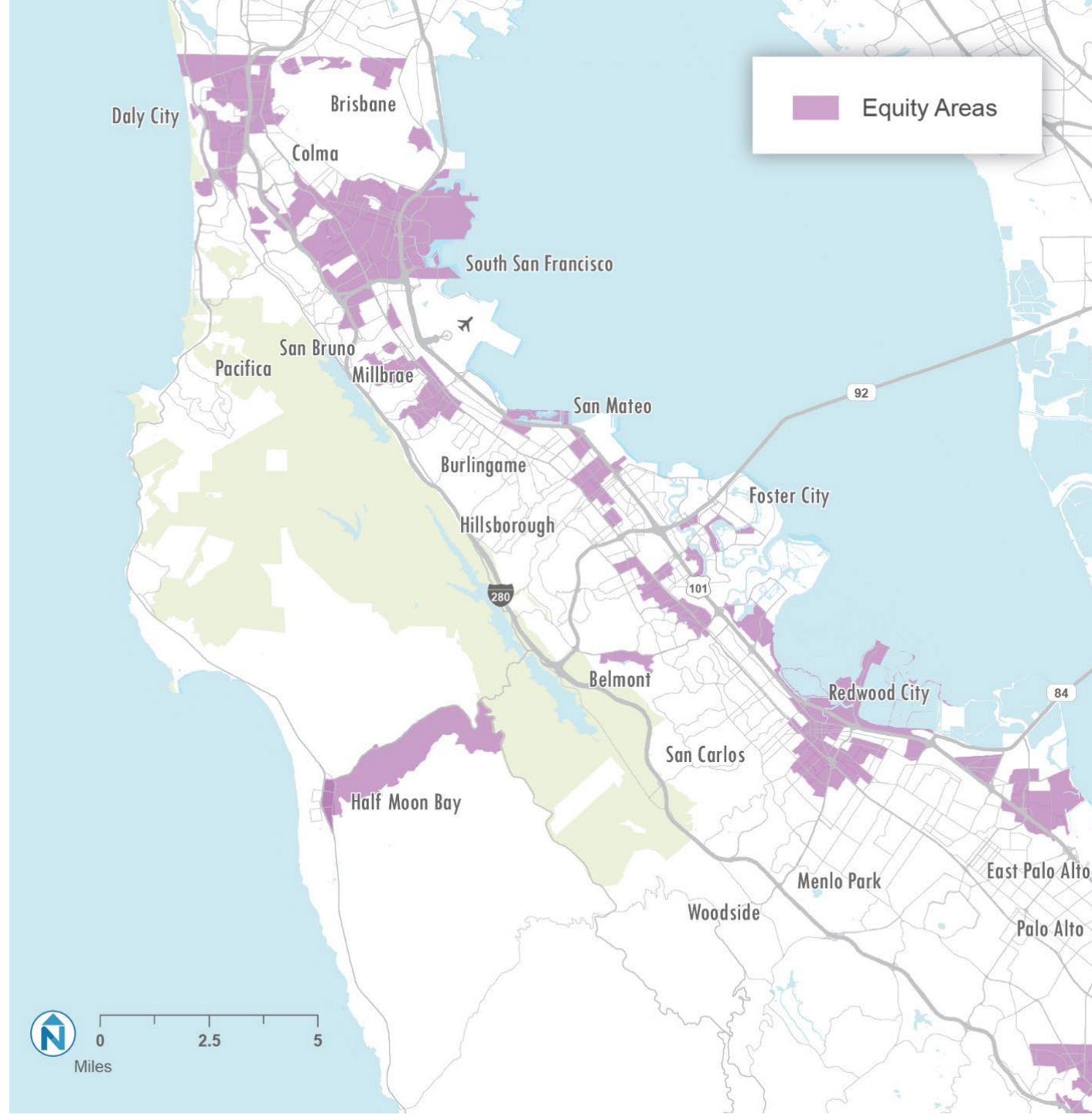
- ✓ Add materials to strengthen soil
- ✓ Install deep foundations to reduce settlement potential
- ✓ Place ground improvements beyond the building's footprint to confine soil
- ✓ Engage an independent third-party geotechnical engineer to review foundation design

# 2023 ICT Plan Equity Analysis

## Equity Priority Areas

- Low-income households
- Racial and ethnic minorities
- Zero-car households

**Goal: Prioritize service in  
Equity Priority Areas**



Improve Air  
Quality



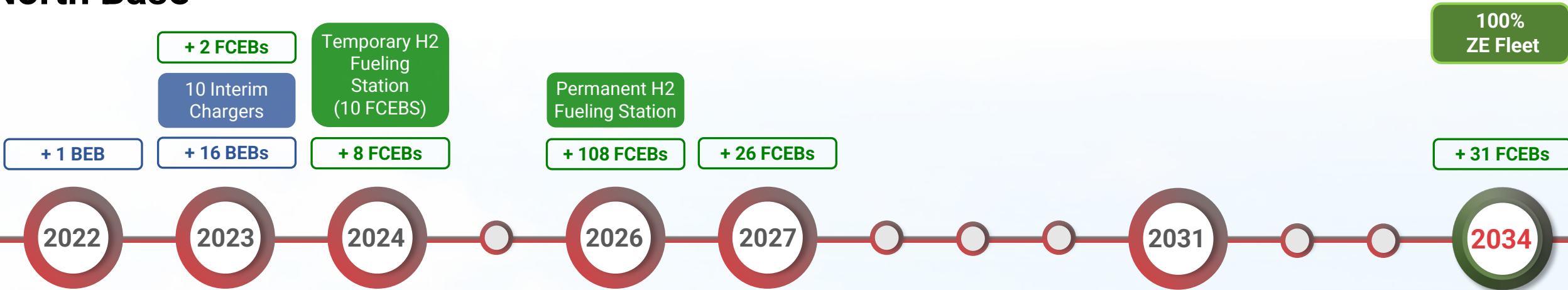
Reduce  
Ambient Noise



Reduce  
Pollution

# Path to Zero Emissions

## North Base



## South Base



# 2023 ICT Plan

## Cost Estimates & Funding

Item	Year of Expenditure	Estimate (in \$M)	Grants and Incentives
<b>Zero Emission Buses (ZEBs)</b>			
FCEBs	FY24	\$ 162.3	\$123.9M (FTA & State grants) + HVIP <sup>2</sup> + ARCHES <sup>3</sup>
FCEBs	FY25 - FY32	\$ 135.3	FTA (50% - 55% of Cost) + State Incentives
ZEBs (TBD) <sup>1</sup>	FY25 - FY32	\$ 198.4	FTA (50% - 55% of Cost) + State Incentives
Paratransit	FY25 - FY32	\$ 35.0	FTA (50% - 55% of Cost) + State Incentives
<b>Total - ZEBs</b>		<b>\$ 531.0</b>	
<b>ZEB Infrastructure</b>			
No. Base - FCEB	FY24 - FY26	\$ 36.2	ARCHES <sup>3</sup> Grant (amount pending)
So. Base - BEB	FY24 - FY27	\$ 37.5	\$28.12M in Federal & State grants
So. Base - ZEB (TBD) <sup>1</sup>	FY26 - FY31	\$ 93.6	Apply for Competitive Grants
<b>Total - ZEB Infrastructure</b>		<b>\$ 167.3</b>	

<sup>1</sup> Cost Estimates assume remaining ZEBs are BEBs

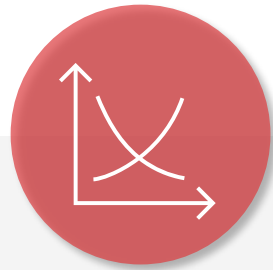
<sup>2</sup> HVIP - CA Hybrid & Zero Emission Truck & Bus Voucher Incentives

<sup>3</sup> ARCHES - Alliance for Renewable Clean Hydrogen Energy Systems (D.O.E. Hydrogen Hub Grant Recipient)

# 2023 ICT Plan Considerations & Challenges



Significant Supply  
Chain &  
Production Delays



BEB Market  
Fluctuations &  
Limited FCEB  
Options



New Protocols for  
Emergency, Safety,  
and Resiliency  
Management



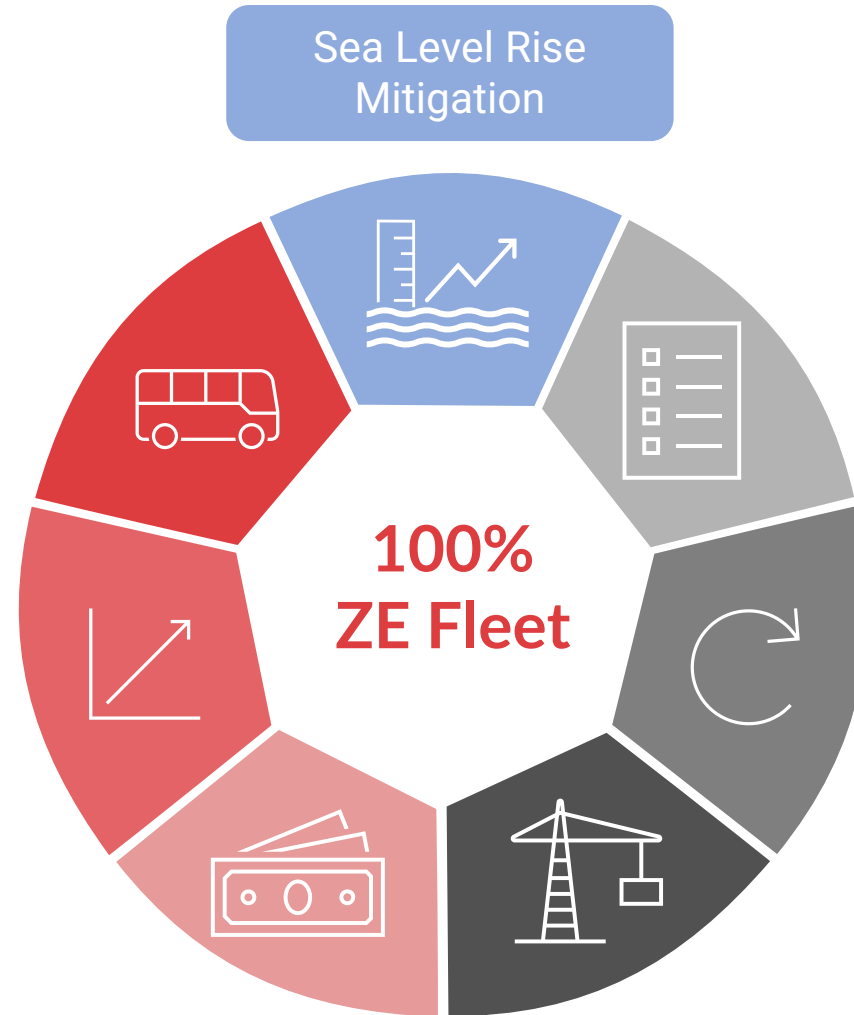
Material Sourcing  
& End-of-Life  
Sustainability

# 2023 ICT Plan Ongoing Efforts

BEB & FCEB  
Real-World Data  
Collection

Continued  
Monitoring of the  
Market

Funding  
Applications



Periodic Review of  
Plan

ICT Regulation  
Annual Fleet Update

Facility Upgrades  
and Vehicle  
Procurements

emission ZERO

# Progress

H<sub>2</sub>

CA 58295





Progress  
17 BEBs delivered to No. Base  
14 BEBs in revenue service



# Progress

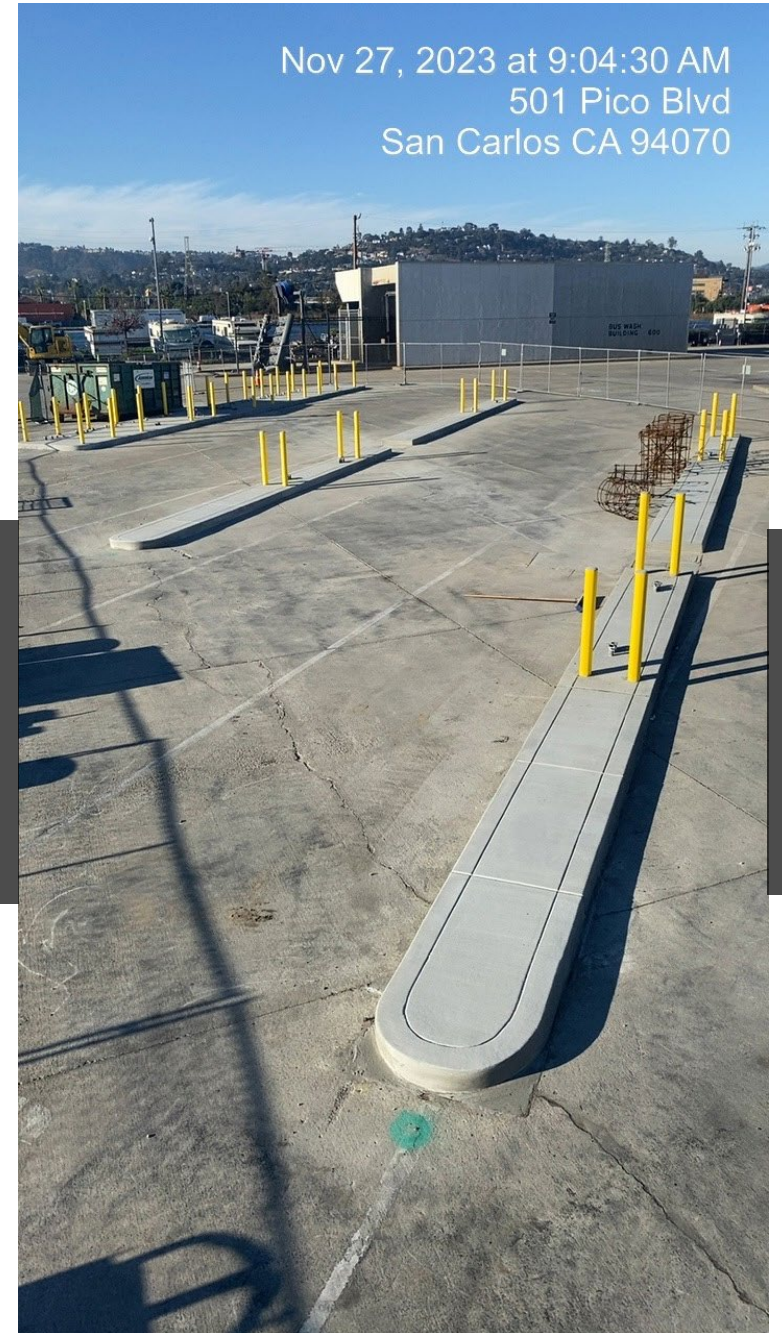
## 1 FCEB delivered to North Base



# Progress BEB Infrastructure



*10 Depot  
Chargers at  
North Base*



*Construction  
of 10 Depot  
Chargers at  
South Base*

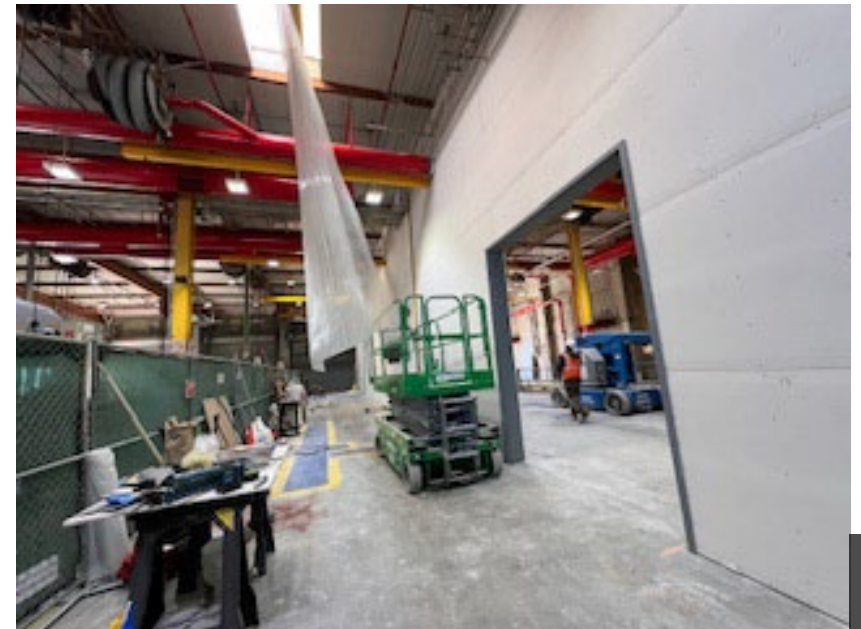
# Progress FCEB Infrastructure



*Mobile Hydrogen Refueler  
to be delivered to North Base*



*North Base  
Maintenance  
Building  
Modifications*





# NEXT STEPS

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- ✓ **Seek Board Approval for Purchase of up to 108 FCEBs**
- ✓ **Submit Updated ICT Plan to California Air Resources Board**

CH2  
3000 SamTrans

Q&A



**San Mateo County Transit District  
Staff Report**

To: Finance Committee

Through: April Chan, General Manager/CEO

From: Kate Jordan Steiner, Chief Financial Officer                      David Olmeda, Chief Operating Officer, Bus

Subject: **Award of Contract for the Purchase and Delivery of Up to 108 Heavy-duty, Low-floor Hydrogen Fuel Cell Electric Buses, and Disposition of 105 2009 Gillig Diesel Buses**

**Action**

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

1. Award a contract to New Flyer of America, Inc. of Winnipeg, Manitoba, Canada (New Flyer) for purchase and delivery of up to a total of 108 new heavy-duty, low-floor, 40-foot hydrogen fuel cell electric buses (FCEBs) for a cumulative not-to-exceed amount of \$168,252,000, in phases and subject to the availability of grant funding and contingent on the completion of a Pre-Award Buy America Audit.
2. Authorize the General Manager/CEO or designee to execute a cooperative purchasing contract with New Flyer for up to a total of 108 buses, consistent with the terms and conditions of the Washington State Department of Enterprise Services (DES) Master Contract and Consulting Unit's competitively bid Contract 06719, and in a form approved by legal counsel.
3. Authorize the General Manager/CEO or designee to submit grant applications, funding agreements or other documents, or otherwise take any other actions necessary, to obtain state, federal or regional funds needed to fulfill this purchase.
4. Authorize the General Manager/CEO or designee to dispose of 105 2009 Gillig diesel buses (2009 Buses) that have reached the end of their useful lives, in accordance with the District's Procurement Policy, once the New Flyer FCEBs are delivered and placed in service.

**Significance**

Award of the proposed contract for the purchase and delivery of up to 108 New Flyer FCEBs would serve three primary purposes.

- First, the proposed contract and subsequent disposal of 105 of the District's 2009 Buses would implement the second of two phases of a Board-approved and budgeted project to replace a total of 135 Model-Year 2009 Gillig Heavy Duty Diesel Buses (the "Project").

- Second, the proposed contract would enable the purchase of three additional FCEBs to support new routes included in the Reimagine SamTrans service plan. These three buses would be paid for using Affordable Housing and Sustainable Community (AHSC) grant funds pursuant to a multi-party cooperative agreement the District entered into with affordable housing project the Mid-Peninsula The Farm, Inc. as well as the City of East Palo Alto, the East Palo Alto Community Alliance and Neighborhood Development Organization, and the Peninsula Corridor Joint Powers Board.
- Third, the proposed contract is consistent with the District's updated Innovative Clean Transit (ICT) Plan being presented for approval as a separate agenda item at this December 6, 2023 Board meeting.

To maximize available financial incentives and grant opportunities available for the purchase of zero-emission buses, the proposed contract would permit the District to acquire the 108 FCEBs in three batches, as follows:

- December 2023: 20 FCEBs
- January 2024: 48 FCEBs
- June 2024: 40 FCEBs

The proposed purchases would be contingent on the completion of a Pre-Award Buy America Audit per FTA requirements and on the availability of various state and federal grant funds.

The District currently is implementing a Board-awarded contract for a temporary hydrogen fueling facility at North Base, and is in the design phase of a permanent hydrogen fueling station to support the new FCEBs when they start arriving in late 2025.

### **Budget Impact**

Phase Two of the Project (Replacement of 105 out of the 135 Model-Year 2009 Gillig Heavy Duty Diesel Buses) was first approved in the Fiscal Year 2024 Capital Budget for a total of \$139,674,900 with a combination of Federal Transit Administration (FTA), State, Measure W Sales Tax, and discretionary funding. This proposed contract has sufficient funding to support the procurement of the first batch of FCEBs, which includes the three expansion buses. Staff is actively seeking grants to further support purchase of the next batch of FCEBs. Once more grant funds are secured, staff will return to the Board in 2024 to amend the Project budget for the procurement of the next batch of FCEBs.

### **Background**

#### ***Replacement of Model-Year 2009 Gillig Heavy Duty Diesel Buses***

The 2009 Buses, which have been in revenue service for 14 years, have exceeded their useful lives, and will have been in revenue service for 16-17 years by the time they are replaced with the new FCEBs in 2025-2027. They must be replaced to ensure reliable service for passengers through use of buses in a state of good repair, and to meet replacement schedules established by the FTA and the Metropolitan Transportation Commission.



The District routinely disposes of rolling stock (e.g., minivans, cutaways, heavy-duty buses) that has reached the end of their useful lives. Disposition of the 2009 Buses is in keeping with this practice and will be carried out in full compliance with the District's Procurement Policy and applicable FTA regulations. The Procurement Policy permits disposition by sealed bid, public auction, sale, negotiation, transfer to another public agency, donation, or by discarding as scrap.

### ***AHSC Project***

On July 12, 2023, the Board adopted Resolution No. 2023-38 to approve a cooperative agreement under which the District will be able to use AHSC funds to purchase three expansion FCEBs that will serve affordable housing provided by certain of the District's cooperative agreement partners.

### ***ICT Regulation and SamTrans ICT Plan***

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

In December 2020, the Board approved the SamTrans ICT Plan to comply with CARB's mandate. The ICT Plan provided a road map for SamTrans to complete its transition to a 100 percent zero-emission fleet without early retirement of its vehicles. Under the 2020 Plan, the District is scheduled to complete its transition to a 100 percent zero emission fleet by 2038 through one more purchase of diesel buses and then replacement of diesel buses with battery electric buses (BEBs).

Staff has proposed the Board update the 2020 ICT Plan under a separate item at this December 6, 2023 meeting to accelerate the District's path towards transition to a zero-emission bus fleet by eliminating any further purchases of diesel buses, and by transitioning to a mixed fleet of BEBs and FCEBs.

### ***Washington DES Contract 06719***

On April 1, 2021, the Washington State DES entered into Contract 06719 with New Flyer for the furnishing of heavy-duty, low-floor, 40-foot FCEBs. The solicitation conducted by DES for Contract 06719 meets District competitive procurement requirements. Contract 06719 provides public agencies, including the District, with the ability to purchase transit buses of various configurations from approved manufacturers. On April 1, 2022, the District entered into a contract with the DES for the use of Contract 06719, which enables the District to purchase vehicles that meet proven design and construction standards and are configured to the District's specifications, at highly competitive prices and without requiring the time and effort for the District to administer its own procurement.

The Board approved the District's first purchase of 10 New Flyer FCEBs using the DES Contract 06719 in 2022. Though the price for FCEBs under Contract 06719 has since increased by approximately 20% due to Producer Price Index and labor cost increases, staff has analyzed the District's alternatives and found that the DES Contract still offers the best value.

***New Flyer FCEBS***

The New Flyer FCEBs proposed for purchase have a range of 350 miles per fuel, which will meet or exceed the District's needs for its service routes. Purchase of the New Flyer FCEBs also will conform to the District's standardization strategy for maintaining its fleet and sub-fleets. The District currently has 55 New Flyer articulated diesel buses and 17 New Flyer BEBs in its active fleet, and is in the process of receiving, testing and rolling out 10 New Flyer FCEBs purchased in 2022.

District staff evaluated FCEB models from other manufacturers before recommending award of this contract. However, the District cannot use federal funds to purchase any other models due to the lack of completed Altoona testing.

Prepared by:	Nita Vigil	Procurement Administrator III	650-508-7731
	Natalie Chi Rasmussen	Bus Maintenance	650-508-6418

**Resolution No. 2023-**

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

\* \* \*

**Awarding a Contract to New Flyer of America, Inc. for the Purchase and Delivery of up to 108 Heavy-duty, Low-floor Hydrogen Fuel Cell Electric Buses for a Total Not-to-exceed Amount of \$168,252,000, and Authorizing the Disposition of 105 of the District's 2009 Gillig Diesel Buses**

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

**Whereas**, the District has 135 Model-Year 2009 Gillig 40-foot diesel buses (2009 Buses) that have reached the end of their useful lives and are due for replacement in accordance with Federal Transit Administration (FTA) and Metropolitan Transportation Commission (MTC) replacement schedules; and

**Whereas**, the District desires to maintain a reliable bus fleet, in a state of good repair, through the replacement of those 2009 Buses; and

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

**Whereas**, the District has identified a path to move more aggressively towards a zero-emissions fleet with a combination of battery electric buses (BEBs) and hydrogen fuel cell electric buses (FCEBs), including replacement of 105 of the 2009 Buses with FCEBs; and

**Whereas**, the Washington State Department of Enterprise Services Master Contract and Consulting Unit (DES) offers other agencies to purchase from its contract 06719, which was solicited via a competitive sealed bid process which meets the District's procurement requirements for the furnishing of heavy-duty, low-floor, 40-foot zero-emission buses; and

**Whereas**, on April 1, 2022, the District entered into a contract with DES for the use of Contract 06719, thereby enabling the District to purchase vehicles that meet proven design and construction standards and are configured to the District's specifications, at highly competitive prices; and

**Whereas**, the District now desires to replace 105 of the 2009 Buses that have been in revenue service for over 14 years and have exceeded their useful lives with new FCEBs, thereby meeting the replacement schedules established by the FTA and the MTC; and

**Whereas**, the District also desires to purchase three expansion FCEBs to support new routes pursuant to a cooperative agreement with the Mid-Peninsula The Farm, Inc., the City of East Palo Alto, the East Palo Alto Community Alliance and Neighborhood Development Organization, and the Peninsula Corridor Joint Powers Board (Partners), and in support of Reimagine SamTrans; and

**Whereas**, the District is proceeding with a plan for delivery of the new FCEBs to start in the fourth quarter of 2025 and continue through the first quarter of 2027 due to the number of buses due to be replaced, the time needed to transition to new zero-emission technologies, including the installation of hydrogen fueling infrastructure at the District's North Base, and upcoming grant funding cycles; and

**Whereas**, staff recommends that the Board of Directors (Board) award a contract to New Flyer of America, Inc. of Winnipeg, Manitoba, Canada (New Flyer) for the purchase and delivery of up to a total of 108 new FCEBs, under DES Contract 06719, for a cumulative not-to-exceed amount of \$168,252,000, in phases and subject to the availability of grant funding, and contingent on the completion of a Pre-Award Buy America Audit; and

**Whereas**, staff further recommends that the Board authorize disposal of 105 of the 2009 Buses in accordance with the District's Procurement Policy, once the new FCEBs are delivered and placed in service.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District awards a contract to New Flyer of America, Inc. of Winnipeg, Manitoba, Canada for the purchase and delivery of up to a total of 108 new Fuel Cell Electric Buses, in phases, for a cumulative not-to-exceed amount of \$168,252,000, subject to the availability of grant funding and contingent on the completion of a Pre-Award Buy America Audit; and

**Be It Further Resolved** that the Board authorizes the General Manager/CEO or designee to execute a contract on behalf of the District with New Flyer in full conformity with the terms and conditions of the Washington State Department of Enterprise Services Master Contract and Consulting Unit contract 06719, and in a form approved by legal counsel; and

**Be It Further Resolved** that the Board authorizes the General Manager/CEO or designee to submit grant applications, funding agreements or other documents, or otherwise take any other actions necessary, to obtain State, federal or regional funds needed to fulfill this purchase; and

**Be It Further Resolved** that the Board authorizes the General Manager/CEO or designee to dispose of 105 of the District's Model-Year 2009 Gillig diesel buses in accordance with the District's Procurement Policy, once the New Flyer FCEBs are delivered and placed in service.

Regularly passed and adopted this 6th day of December, 2023 by the following vote:

Ayes:

Noes:

Absent:

---

Chair, San Mateo County Transit District

Attest:

---

District Secretary



**BOARD OF DIRECTORS 2023**

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

APRIL CHAN  
GENERAL MANAGER/CEO

## Agenda

### Legislative Committee Committee of the Whole

### San Mateo County Transit District

**Wednesday, December 6, 2023 – 3:00 pm**

or immediately following the Finance Committee

- |  |               |
|--|---------------|
| 10.c.1. Call to Order  |               |
| 10.c.2. Approval of Minutes of the Legislative Committee Meeting of November 1, 2023 | Motion        |
| 10.c.3. State and Federal Legislative Update   | Informational |
| 10.c.4. 2024 Draft Legislative Program   | Informational |
| 10.c.5. Adjourn  |               |

**Committee Members: Ray Mueller (Chair), Rico E. Medina**

Note:

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

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

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

**November 1, 2023**

Committee Members Present: R. Mueller (Chair), R. Medina

Committee Members Absent: None

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

Other Board Members Absent: None

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

**9.d.1. Call to Order**

Committee Chair Ray Mueller called the meeting to order at 4:16 pm.

**9.d.2. Approval of Minutes of the Legislative Committee Meeting of October 4, 2023**

Motion/Second: Fraser/Powell

Ayes: Canepa, Chuang, Esser, Fraser, Gee, Medina, Mueller, Powell, Ratto

Noes: None

Absent: None

**9.d.3. State and Federal Legislative**

Jessica Epstein, Manager, Government and Community Affairs, provided an update on recent federal and state legislation.

On the federal side, she said they have a new Speaker of the House, Mike Johnson. She said the Senate had passed a mini bus, which is a collection of a few appropriations bills. She said the current CR (continuing resolution) runs out on November 17 and one more CR may need to be enacted to keep the government running.

On the state side, she said the Governor has until October 14 to act on any bills and the Legislature will be returning to Sacramento on January 3. She noted one of the bills to be addressed at that time is Assembly Bill (AB) 817, a Brown Act bill that would allow committees to meet remotely.



**9.d.4. Adjourn**

The meeting adjourned at 4:22 pm.

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

DRAFT

**San Mateo County Transit District  
Staff Report**

To: Legislative Committee  
Through: April Chan, General Manager/CEO  
From: Casey Fromson, Chief Communications Officer  
Subject: **State and Federal Legislative Update**

**Action**

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

**Significance**

The 2023 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	650-400-6451
	Michaela Wright Petrik	Government and Community Affairs Officer	650-730-4951

## SamTrans Federal Report November 2023

### Rep. Mike Johnson Elected House Speaker

- Rep. Mike Johnson (R-LA) was elected Speaker of the U.S. House of Representatives on October 25, by a vote of 220-209, with all Republicans voting in his favor. Johnson, the 56th Speaker of the House, is now tasked with guiding the chamber as a critical government funding deadline approaches on November 17, 2023.
- While staying relatively lesser known during his time in Congress, Johnson will receive significant new constitutionally granted responsibilities: Most notably, he is now second in the line of succession to the presidency. With Democrats controlling the White House and Senate, he will face challenges in leading his chamber during a time of divided government.
- In his pitch to his conference, Johnson outlined a comprehensive schedule to pass the 12 appropriations bills, and begin conference negotiations with the Senate on the National Defense Authorization Act (NDAA).
- Johnson will face several tests, as he will lead his chamber's response to a relatively unified Senate and a White House adamant on additional funding for its domestic and international priorities. The newly united Republican Conference will cut the speaker some slack, but eventually, if he fails to deliver on conservative policy priorities, he could find himself in the same position as his predecessor.

### Appropriations Update

- In [a Dear Colleague letter](#), the newly elected House Speaker Mike Johnson outlined his timeline to complete the House's work on outstanding government spending bills, teeing them up for negotiations with the Senate and White House. First on the docket was passing the House Energy & Water Appropriations bill on October 26. The House has also passed its Defense, Interior, Military Construction-VA, and State and Foreign Operations bills. During the week of October 30, the House passed the FY 2024 Legislative Branch bill.
- The House plans to consider the Commerce-Justice-Science (CJS) and Labor, Health and Human Services, and Education appropriations bills. on the floor the week of November 13. Both of these bills were the only two that never made it to a full Appropriations

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Committee mark-up. After completion of these bills, the House may try to take back up the Transportation-HUD bill after it was pulled last week before a vote on final passage. The bill includes cuts to Amtrak funding, which several House Republicans are objecting to.

- On November 11, Speaker Johnson announced plans for the House to consider a ladder continuing resolution (CR) the week on November 13 to prevent a government shutdown at midnight on November 17, when the current CR expires. The ladder CR provides two staggered deadlines for completing action on appropriations bills. The first deadline would extend Agriculture, Military Construction-VA, Energy and Water, and Transportation-HUD spending until January 19. The second deadline would extend the other eight appropriations bills until February 2. The ladder CR extends current funding levels and does not include any policy provisions.
- On Tuesday, November 14, the House passed a ladder continuing resolution (CR) by a vote of 336-95 with all but two Democrats and 127 Republicans voting in support. The bill passed the Senate on Wednesday, November 15, by a vote of 87-11 with all but 10 Republicans and one Democrat in opposition.
- On November 2, the Senate passed a FY 2024 "minibus," which combines the FY 2024 Military Construction-VA, Agriculture, and Transportation-HUD appropriations bills. The House attempted to pass its Transportation-HUD bill the week of November 6, but pulled the bill after it became clear Republicans did not have the votes to pass it.

## DOT Announces Regional Infrastructure Accelerators

- On October 13, the Department of Transportation (DOT) [announced](#) the awards through the Regional Infrastructure Accelerators (RIA) program. 24 accelerators were selected to receive a total of \$24 million spread across all recipients. The California DOT received a \$2 million award.
- The RIA program was created to assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program.

## DOT Announces \$40 Million in Available Funding Through Vehicle Deployment NOFO

- On October 26th, the Federal Highway Administration (FHWA) released \$40 million in available funding through the "Saving Lives with Connectivity: Accelerating Vehicle to Everything (V2X) Deployment" funding opportunity. The purpose of this program is to advance connected and interoperable vehicle technologies and is specifically focused on road safety, mobility, and efficiency through technologies that enable vehicles and wireless devices to communicate with one another and roadside infrastructure.

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- In conjunction with the NOFO, DOT will be sharing a draft V2X Deployment Plan for public comment as a means of developing a collective plan for interoperable connectivity deployment within the coming weeks.
- DOT will hold a webinar on this funding opportunity on November 15th, 2023, at 1:00 PM ET. Additional information about the webinar and registration can be found [here](#). For more information on the grant program, please refer to the [Funding Opportunity Announcement via Grants.gov](#).

## *Round-Up of Open Grant Opportunities*

- [Bridge Investment Program, Large Bridge Project Grants](#). \$9.6 billion available. All applications due by November 27.



November 10, 2023

TO: Board of Directors, San Mateo County Transit District

FM: Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange  
Mike Robson, Edelstein Gilbert Robson & Smith LLC

RE: **STATE LEGISLATIVE UPDATE – December 2023**

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### **General Update**

The Legislature remains in recess after adjourning the first year of the two-year 2023-24 Legislative Session on September 14 and will return to Sacramento on January 3, 2024. When the Legislature returns to begin the second year of the two-year Legislative Session, they will have to make quick work of hundreds of two-year bills that are still in their first house. These bills, which include two Brown Act bills SamTrans is following, will need to move to the other house by January 31. Legislators will also begin introducing bills for consideration in 2024 when they return and will have until February 16 to do so. For more information on the legislative deadlines and the calendar for 2024, please see this [link](#).

### **Transit Recovery Task Force**

[SB 125 \(Committee on Budget and Fiscal Review\)](#), which was part of the FY 2023-24 Budget Act establishes the Transit Recovery Task Force (Task Force) and requires, by January 1, 2024, CalSTA to convene the Task Force. The Task Force is required to include transit operators (small and large/urban and rural), local governments, MPOs/RTPAs, advocacy organizations, legislative committee staff, and Caltrans. The Task Force will focus on developing policy recommendations that will increase transit ridership and improve transit for users. CalSTA is required to prepare a recommendations report based on the task force's efforts to the Legislature by October 31, 2025. The report is required to cover numerous elements. As of this writing, CalSTA plans to open an application period for interested participants in mid-November and will hold a kick-off meeting in December 2023.

### **CARB Releases FY 2023-24 Funding Plan for Clean Transportation Incentives**

On October 6, the California Air Resources Board released its [Proposed Fiscal Year \(FY\) 2023-24 Funding Plan for Clean Transportation Incentives](#). The Funding Plan, which is expected to be approved by CARB on November 16, includes no new funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, commonly known as HVIP. Instead, the Funding Plan acknowledges that HVIP Standard (open to truck and bus projects) and HVIP Transit (open to bus projects) retain significant budget capacity from previous years. Specifically, HVIP Standard retains \$312 million from FYs 2021-22 and 2022-23; and HVIP Transit retains \$111 million from FYs 2021-22 and 2022-23. The Funding Plan includes a proposed policy change to increase the current annual voucher cap for transit agencies from 30 to 50, allowing transit agencies to claim more HVIP vouchers annually.

### **CTC Releases SB 1121 Interim Report**

On November 9, the California Transportation Commission released the Draft SB 1121 State and Local Transportation System Needs Assessment Interim Report. The Draft Interim Needs Assessment reviews the state's surface transportation needs – across modes – with a focus on summarizing needs outlined in existing reports. The Draft Interim Needs Assessment also includes a near-term, five-year gasoline consumption projection to 2029 which illustrates the decline due to increased fuel efficiency and adoption of zero-emission vehicles. Caltrans developed this near-term projection. The Draft Interim Needs Assessment also outlines the CTC's plan for developing the Complete Transportation Needs Assessment Report required under SB 1121. CTC will host a Draft Interim Needs Assessment Workshop on November 30 and CTC staff will present an informational update on the report at the upcoming December 6-7, 2023 Commission Meeting. CTC is accepting comments on the Draft Interim Needs Assessment through December 8, 2023.

### **Update on PEPR**

In February 2023, the United States District Court for the Eastern District of California entered summary judgment in *Amalgamated Transit Union International v. U.S. Department of Labor*, which permanently enjoined the United States Department of Labor (USDOL) from failing to process federal grant applications submitted by California transit agencies to the extent required under 49 U.S.C. Section 5333(b) [commonly referred to as "Section 13(c)"] of the federal Urban Mass Transportation Act (UMTA) of 1964 and implementing regulations and relying on California's Public Employees' Pension Reform Act (PEPRA) of 2013 as the basis for denying, withholding, delaying, or otherwise limiting the certification of such grants.

The District Court's February 2023 ruling further affirmed earlier rulings and ensured that federal grant applications submitted by California transit agencies would be certified irrespective of an agency's implementation of PEPRA until such time that USDOL and/or ATU appealed the District Court's ruling and prevailed in the appeal. In March 2023, USDOL and ATU filed appeals of the District Court's February 2023 ruling with the United States Court of Appeals for the Ninth Circuit. The next round of briefs from the USDOL and ATU are due by November 17, 2023, though the parties are eligible to exercise a 30-day extension. The Appellate Court has not yet established a schedule for oral arguments. We anticipate that the appeal will not be resolved until 2024.

### **Grants for Zero-Emission Buses and Infrastructure**

#### **Vehicles:**

***Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project – Transit Set-Aside (\$46 million in FY 2021-22, \$65 million in FY 2022-23)*** – 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 State General Fund.

**Current Guidelines:** Found [here](#)

**Status:** [Funding cycles for FY 2021-22 and FY 2022-23 remain open](#)

#### **Vehicles and Infrastructure:**

***Volkswagen Environmental Mitigation Trust (\$130 million total)***- The Volkswagen (VW) Environmental 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 \$65 million tranches. The second tranche of \$65 million was released in November 2022.

**Current Guidelines:** See Beneficiary Mitigation Plan found [here](#) and certifications found [here](#). Additionally, see CARB's updated policy found [here](#) authorizing VW Environmental Mitigation Trust awards to be coupled with HVIP vouchers.

**Status:** [Funding cycle open](#)

***Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles Project (\$183 million in FY 2022-23)*** – 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](#)

**Status:** [Funding cycles for FY 2022-23 remain open, but will close on September 15](#)

### **Cybersecurity and Transit Security**

***Transit Security Grant (\$93 million in FY 2023)*** – The Transit Security Grant Program provides funding to eligible public transportation systems (which include intra-city bus, ferries and all forms of passenger rail) to protect critical transportation infrastructure and the travelling public from terrorism, and to increase transportation infrastructure resilience.

**Current Guidelines:** Found [here](#)

**Status:** [Funding for FY 2023 awarded](#)





**ROBERT RIVAS**  
SPEAKER OF THE ASSEMBLY

November 21, 2023

Sue Parker  
Chief Clerk of the Assembly  
State Capitol, Room 319  
Sacramento, California

Dear Ms. Parker,

Please be advised that I have made changes to the Standing Committees for the 2023-24 Regular Session.

The following committee appointment will be effective January 22, 2024:

**Appropriations**

Assemblymember Buffy Wicks will replace Assemblymember Chris Holden as Chair of the Assembly Appropriations Committee. Assemblymember Holden will be removed from the committee.

The remaining Standing Committee appointments will be effective immediately:

**Accountability and Administrative Review**

I have removed Assemblymember Cottie Petrie-Norris as Chair of the Assembly Accountability and Administrative Review Committee creating a vacancy.

**Arts, Entertainment, Sports, and Tourism**

I have appointed Assemblymember Mike Gipson to replace Assemblymember Sharon Quirk-Silva as Chair of the Assembly Arts, Entertainment, Sports, and Tourism Committee. Assemblymember Quirk-Silva has been removed from the committee.

**Budget**

I have appointed Assemblymember Jesse Gabriel to replace Assemblymember Phil Ting as Chair of the Assembly Budget Committee. I have also appointed Assemblymembers Sharon Quirk-Silva and Avelino Valencia to the committee. Assemblymembers Mia Bonta, Wendy Carrillo, and Kevin McCarty have been removed from the committee, creating a Democratic vacancy.

**Environmental Safety and Toxic Materials**

I have appointed Assemblymember Eduardo Garcia to replace Assemblymember Alex Lee as Chair of the Assembly Environmental Safety and Toxic Materials Committee. Assemblymember Lee has been removed from the committee.

### **Governmental Organization**

I have appointed Assemblymember Blanca Rubio to replace Assemblymember Miguel Santiago as Chair of the Assembly Governmental Organization Committee. Assemblymember Santiago has been removed from the committee creating a Democratic vacancy.

### **Health**

I have appointed Assemblymember Mia Bonta to replace Assemblymember Jim Wood as Chair of the Assembly Health Committee. Assemblymember Wood has been removed from the committee.

### **Housing and Community Development**

I have appointed Assemblymember Chris Ward to replace Assemblymember Buffy Wicks as Chair of the Assembly Housing and Community Development Committee. Assemblymember Wicks has been removed from the committee creating a Democratic vacancy.

### **Human Services**

I have appointed Assemblymember Alex Lee to replace Assemblymember Corey Jackson as Chair of the Assembly Human Services Committee. Assemblymember Jackson has been removed from the committee.

### **Judiciary**

I have appointed Assemblymember Ash Kalra to replace Assemblymember Brian Maienschein as Chair of the Assembly Judiciary Committee. Assemblymember Maienschein has been removed from the committee creating a Democratic vacancy.

### **Labor and Employment**

I have appointed Assemblymember Liz Ortega to replace Assemblymember Ash Kalra as Chair of the Assembly Labor and Employment Committee. Assemblymember Kalra has been removed from the committee creating a Democratic vacancy.

### **Natural Resources**

I have appointed Assemblymember Isaac Bryan to replace Assemblymember Luz Rivas as Chair of the Assembly Natural Resources Committee. Assemblymember Luz Rivas has been removed from the committee.

### **Privacy and Consumer Protection**

I have appointed Assemblymember Rebecca Bauer-Kahan to replace Assemblymember Jesse Gabriel as Chair of the Assembly Privacy and Consumer Protection Committee. Assemblymember Gabriel has been removed from the committee creating a Democratic vacancy.

### **Public Safety**

I have appointed Assemblymember Kevin McCarty to replace Assemblymember Reginald Jones-Sawyer as Chair of the Assembly Public Safety Committee. Assemblymember Jones-Sawyer has been removed from the committee.

### **Rules**

I have appointed Assemblymember Blanca Pacheco to replace Assemblymember James Ramos as Chair of the Assembly Rules Committee. Assemblymember Ramos has been removed from the committee creating a Democratic vacancy.

**Transportation**

I have appointed Assemblymember Lori Wilson to replace Assemblymember Laura Friedman as Chair of the Assembly Transportation Committee. Assemblymember Friedman has been removed from the committee.

**Utilities and Energy**

I have appointed Assemblymember Cottie Petrie-Norris to replace Assemblymember Eduardo Garcia as Chair of the Assembly Utilities and Energy Committee. Assemblymember Garcia has been removed from the committee.

**Water, Parks, and Wildlife**

I have appointed Assemblymember Diane Papan to replace Assemblymember Rebecca Bauer-Kahan as Chair of the Assembly Water, Parks, and Wildlife Committee. Assemblymember Bauer-Kahan has been removed from the committee.

I have created the following Budget Subcommittees for the remainder of the 2023-24 Regular Session and have appointed the following Chairs:

**Budget Subcommittee No. 1 on Health**

I have appointed Assemblymember Akilah Weber as Chair of Assembly Budget Subcommittee No. 1 on Health.

**Budget Subcommittee No. 2 on Human Services**

I have appointed Assemblymember Corey Jackson as Chair of Assembly Budget Subcommittee No. 2 on Human Services.

**Budget Subcommittee No. 3 on Education Finance**

I have appointed Assemblymember David Alvarez as Chair of Assembly Budget Subcommittee No. 3 on Education Finance.

**Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation**

I have appointed Assemblymember Steve Bennett as Chair of Assembly Budget Subcommittee No. 4 on Climate Crisis, Resources, Energy, and Transportation.

**Budget Subcommittee No. 5 on State Administration**

I have appointed Assemblymember Sharon Quirk-Silva as Chair of Assembly Budget Subcommittee No. 5 on State Administration.

**Budget Subcommittee No. 6 on Public Safety**

I have appointed Assemblymember James Ramos as Chair of Assembly Budget Subcommittee No. 6 on Public Safety.

**Budget Subcommittee No. 7 on Accountability and Oversight**

I have appointed Assemblymember Avelino Valencia as Chair of Assembly Budget Subcommittee No. 7 on Accountability and Oversight.

I have made the following changes to Joint Committees in the 2023-24 Regular Session:

**Joint Legislative Audit Committee**

I have appointed Assemblymember Gregg Hart to replace Assemblymember David Alvarez as Chair of the Joint Legislative Audit Committee. Assemblymember Alvarez has been removed from the committee creating a vacancy.

**Joint Legislative Budget Committee**

I have appointed Assemblymembers Jesse Gabriel to replace Assemblymember Phil Ting as Vice Chair of the Joint Legislative Budget Committee. I have also appointed Assemblymembers Corey Jackson, Sharon Quirk-Silva, and Avelino Valencia to replace Assemblymembers Mia Bonta, Wendy Carrillo, and Kevin McCarty on the committee.

I have made the following changes to the Democratic Leadership for the 2023-24 Session:

**Speaker pro Tempore**

I have appointed Assemblymember Jim Wood to replace Assemblymember Cecilia Aguiar-Curry as Speaker pro Tempore.

**Majority Leader**

I have appointed Assemblymember Cecilia Aguiar-Curry to replace Assemblymember Isaac Bryan as Majority Leader.

**Assistant Majority Leader**

I have appointed Assemblymember Miguel Santiago to replace Assemblymember Gregg Hart as Assistant Majority Leader.

**Assistant Majority Leader on Policy and Research**

I have appointed Assemblymember Dawn Addis to replace Assemblymember Diane Papan as Assistant Majority Leader on Policy and Research.

**Majority Whip**

I have appointed Assemblymember Matt Haney to replace Assemblymember Lori Wilson as Majority Whip.

**Assistant Majority Whip**

I have appointed Assemblymember Eloise Gómez Reyes to replace Assemblymember Matt Haney as Assistant Majority Whip.

Sincerely,



**ROBERT RIVAS**

Speaker of the Assembly

**San Mateo County Transit District  
Staff Report**

To: Legislative Committee  
Through: April Chan, General Manager/CEO  
From: Casey Fromson, Chief Communications Officer  
Subject: **2024 Draft Legislative Program**

**Action**

Staff proposes the Committee receive the attached 2024 Draft Legislative Program for the San Mateo County Transit District.

**Significance**

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2024 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2024 calendar year, including the second half of the 2023-24 State legislative session and second session of the 118<sup>th</sup> Congress. The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

**Objectives**

The 2024 Legislative Program is organized to guide the Agency's actions and positions in support of three primary objectives:

- Maintain and enhance funding opportunities to support the Agency's projects, programs and services;
- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate SamTrans services and Transportation Authority programs with other agencies in the Bay Area.

**Advocacy Process**

Staff actively monitors legislative and regulatory activity and will seek Board positions on selected bills as appropriate to further SamTrans' legislative objectives and to provide support for our advocacy efforts.

Staff will supply updated reports summarizing relevant legislative and regulatory activities, allowing the Board to track legislative developments and providing opportunities to take appropriate action on pending legislation. Staff will indicate on each monthly legislative update recommended positions for pending bills.

Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

### **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2024 Legislative Program, including:

- Direct Engagement  
Engage policymakers at the federal, state, regional and local levels directly and sponsor or support legislation, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the 2024 Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

### **Budget Impact**

There is no impact on the budget.

Prepared By:	Jessica Epstein	Government and Community Affairs Manager	650-400-6451
	Amy C. Linehan	Government and Community Affairs Officer	650-408-0095

## San Mateo County Transit District 2024 Legislative Program

### Purpose

Legislative and regulatory actions have the potential to significantly benefit San Mateo County Transit District (Agency) programs and services. They also have the potential to present serious challenges that threaten the Agency's ability to meet the county's most critical transportation demands.

The 2024 Legislative Program establishes the principles that will guide the Agency's legislative and regulatory advocacy efforts through the 2024 calendar year, including the **second half of the 2023-24** State legislative session and **second** session of the 118<sup>th</sup> Congress.

The program is intended to be broad enough to cover the wide variety of issues that are likely to be considered during that time and flexible enough to allow the Agency to respond swiftly and effectively to unanticipated developments.

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- Seek a regulatory environment that streamlines project delivery and maximizes the Agency's ability to meet transportation service demands; and
- Reinforce and expand programs that build and incentivize public transportation ridership, improve quality transportation choices, and better incorporate SamTrans service with other agencies in the Bay Area.

### Issues

The Legislative Program is structured to apply these core objectives to a series of State and Federal issues falling in these categories:

- Budget and Transportation Funding Opportunities
- Transportation Projects Funding Requests and Needs
- Regulatory, Legislative, and Administrative Issues

Within these categories are a detailed list of specific legislative initiatives and corresponding set of policy strategies.

Should other issues surface that require the Board's attention, actions will be guided by the three policy objectives listed above. If needed, potential action on issues that are unrelated to these policy goals will be brought to the Board for consideration.

### **Advocacy Process**

Staff will indicate on each monthly legislative update recommended positions for pending bills. Once the Board has an opportunity to review the recommended position, staff will communicate the position to the relevant entity (such as the bill author, agency, or coalition). In rare circumstances, should a position on a bill be needed in advance of a Board meeting, staff will confer with the Board Chair. If legislation falls outside of the scope of the Board's adopted Legislative Program, Board approval will be required prior to the Agency taking a position.

### **Public Engagement Strategies**

Staff, led by the Communications Division and its legislative consultants, will employ a variety of public engagement strategies to support the 2024 Legislative Program, including:

- Direct Engagement  
Engage policymakers directly, sponsor **or support legislation**, submit correspondence and provide public testimony that communicates and advances the Agency's legislative priorities and positions.
- Coalition-based Engagement  
Engage stakeholders to build awareness about specific issues and participate in local, regional, statewide and national coalitions organized to advance positions that are consistent with the Legislative Program.
- Media Engagement  
Build public awareness and communicate the Agency's legislative priorities by issuing press releases, organizing media events, and through the use of social media.

The adopted legislative program will guide the Agency's legislative advocacy efforts until approval of the next program.



State and Regional	
Funding Opportunities and Challenges	
<i>Issue / Background</i>	<i>Strategy</i>
<p><b>General Funding</b> Transit and transportation agencies continue to suffer from a loss of ridership and revenue as a result of the COVID-19 pandemic and widespread work from home policies. SamTrans is fortunate to be a leader in ridership recovery at over 80% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Sister agencies, especially rail, are facing large fiscal cliffs. Additional funding is needed to mitigate the pandemic and work from home policies' impact on transit agencies.</p> <p>In 2023, the state budget saw a significant decline in the funding allocation to transportation. The state allowed for flexibility to redirect capital funding to operations. In the Bay area, the Metropolitan Transportation Commission (MTC) is redirecting all non-BART discretionary capital funding to operations for agencies facing significant fiscal cliffs. This leaves capital projects with limited funding resources and only a short-term solution for agencies facing fiscal cliffs.</p>	<ul style="list-style-type: none"> <li>● Advocate, along with coalitions, for additional resources to secure sustainable state funding for transit systems and work to ensure committed funds materialize in the FY 2024-25 State Budget.</li> <li>● Work with other transit agencies and stakeholders to secure a new source of operations and capital funding for transit.</li> <li>● Participate in state and regional efforts to award committed funds through the process set up in the FY 2023-2024 State Budget (SB 125).</li> <li>● Protect against the elimination or diversion of any State or regional funds that support the Agency's transportation needs.</li> <li>● Support State funding allocation requests for investments that benefit the Agency's transportation programs and services.</li> <li>● Work with legislative delegation, regional agencies, transit systems and transit associations to identify and advance opportunities for funding that would support the Agency's transportation priorities.</li> <li>● Support efforts to provide funding for the deployment of zero emission transit vehicles and infrastructure.</li> </ul>
<p><b>Formula Funding</b> In 2023, transit formula funding continued its rebound from the lows of the COVID-19 pandemic, seeing new highs by some estimates. However, there remain signs of a</p>	<ul style="list-style-type: none"> <li>● Support the full funding of the STA program.</li> <li>● Support full and timely allocation of the Agency's State Transportation Improvement Program (STIP) share.</li> </ul>

<p>recession and the state budget continues to project funding shortfalls, which may impact core transit funding.</p> <p>After years of diversion to support the State’s General Fund, funding for the State Transit Assistance (STA) program has remained stable over the last few budget cycles thanks to successful legal, legislative and political efforts on behalf of the transportation community.</p>	<ul style="list-style-type: none"> <li>Engage with CalSTA’s Transit Recovery Task Force and support CTA’s efforts on TDA reform and the review of performance measures for transit.</li> </ul>
<p><b>Cap-and-Trade Revenues</b> In 2012, the State began implementing the cap-and-trade market-based compliance system approved as a part of the California Global Warming Solutions Act of 2006 (AB 32). The program has generated billions of dollars, particularly for high-speed rail, passenger rail and transit capital and operating needs. In 2014, legislation was enacted creating a long-term funding plan for cap-and-trade, which dedicates 60 percent of cap-and-trade revenues to transportation. The remaining 40 percent is subject to annual appropriation through the state budget process. In 2017, the legislature extended the program from 2020 to 2030.</p> <p>The programs require a certain percentage of funds be expended in state defined “disadvantaged communities” (as defined by CalEnviroScreen). This can prove difficult in jurisdictions with a small number of disadvantaged communities.</p>	<ul style="list-style-type: none"> <li>Monitor efforts to extend the Cap and Trade program beyond 2030 and any impacts the 2030 date will have on upcoming TIRCP cycles.</li> <li>Work with the Administration and like-minded coalitions to secure the appropriation of additional cap-and-trade revenues to support the Agency’s transportation needs.</li> <li>Support legislation and regional action that makes a broad array of the Agency’s emissions-reducing transportation projects, programs and services eligible for investment.</li> <li>Support efforts to further extend the program.</li> <li>Protect existing cap-and-trade appropriations for transit operations, capital projects and sustainable communities strategy implementation.</li> <li>Support efforts to revise the State’s definition on “equity priority communities” to encompass a larger proportion of disadvantaged communities on the Peninsula</li> </ul>
<p><b>Voter Threshold</b> In 2024, ACA 1 will appear on the November General Election ballot and ask voters</p>	<ul style="list-style-type: none"> <li>Monitor ACA 1 and other initiatives related to revenue generation as they head to the November 2024 Ballot.</li> </ul>

<p>to lower the vote-threshold to fund public works projects, including transportation, from two-thirds to 55 percent. There is also an effort, sponsored by the California Business Roundtable, to try and increase the voter threshold for certain taxes and make it harder to raise state and local revenue.</p>	<ul style="list-style-type: none"> <li>• Support efforts to amend the State Constitution to reduce the voter threshold required for the State or a city, county, special district or regional transportation agency to impose a special tax for transportation projects or programs. Monitor efforts to use the initiative process to place measures on the ballot with lower voter thresholds.</li> </ul>
<p><b>Other State or Local Funding Options</b> Local and regional governments continue to seek methods for funding new infrastructure, facility needs, sustainability initiatives, operations and projects that will support ridership growth through a variety of methods such as managed lanes and local ballot measures.</p> <p>The Metropolitan Transportation Commission (MTC) is working to coordinate funding advocacy from Bay Area transportation agencies. Significant funding flows through MTC on a discretionary basis.</p>	<ul style="list-style-type: none"> <li>• Participate in state and regional efforts to establish authorizing legislation for a regional funding measure and ensure San Mateo County transit and transportation agencies receive sufficient operating and capital support.</li> <li>• Advocate for legislation that would create new local funding tools to support transportation infrastructure and services.</li> <li>• Support innovative local and regional funding options that will provide financial support for the Agency and sister agencies.</li> <li>• Support legislation that works to ensure revenues generated through express lane projects remain in the County of origin.</li> <li>• Advocate for funding sources that would assist transit agencies in obtaining funds for sustainability initiatives including water conservation, waste reduction, long-term resource efficiency of facilities and equipment, and greenhouse gas reductions.</li> <li>• Support funding for workforce development, retention, and housing to attract and retain quality personnel.</li> <li>• Support efforts that allow for public private partnerships that benefit the implementation of capital projects, efficient operation of transit services, or enhanced access to a broad range of mobility options that reduce traffic congestion.</li> </ul>
<p><b>Transportation &amp; Housing Connection</b> Given the housing shortage crisis, there have been efforts at the State and regional level to link housing and zoning with transportation funding.</p>	<ul style="list-style-type: none"> <li>• Evaluate state or regional efforts that directly link transportation funding to housing and provide for higher density housing projects near transit stations.</li> <li>• Advocate for solutions that appropriately match decision making authority with funding (i.e. – An agency shouldn’t be financially penalized for decisions that are outside the authority of the agency).</li> <li>• Advocate where necessary for the Agency to be able to develop its property in the manner most beneficial to Agency needs and goals.</li> </ul>

Transportation Projects	
<p><b>General</b> Pre-pandemic, as the Bay Area’s population continued to grow, the region’s transportation infrastructure was strained. Although transit ridership remains below pre-pandemic levels, <b>all agencies are working to bring ridership back to transit.</b> We are seeing heavy congestion on highways, local streets and roads and the demand for housing with easy access to public transit continues to grow.</p>	<ul style="list-style-type: none"> <li>• <b>Work with state delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and programs for our partner transit agencies, such as the Caltrain electrification project, that provide complementary services for the Agency.</b></li> <li>• Work with partners in the region to bring business, community, and transportation stakeholders together to enhance, support and advocate for equitable transportation and mobility in the Bay Area.</li> </ul>
<p><b>Dumbarton Corridor</b> <b>SamTrans continues to build on the 2017</b> San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility <b>in San Mateo County and between San Mateo County and Alameda County.</b></p>	<ul style="list-style-type: none"> <li>• Support funding opportunities at regional, state and federal levels that will help projects move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> <li>• Support policies that will promote long-term transit use and access in the Dumbarton Corridor.</li> </ul>
<p><b>The Grand Boulevard Initiative (GBI)</b> The GBI is a collaboration of 19 cities, counties, local and regional agencies united to improve the performance, safety and aesthetics of El Camino Real. <b>Building on the work of GBI, the Transit District is looking at several projects to improve transportation infrastructure on El Camino Real and around the County.</b></p>	<ul style="list-style-type: none"> <li>• Support funding for <b>El Camino Real and other on street transportation infrastructure</b> projects such as those that improve bus speed, <b>bus stops</b>, complete streets, bike and pedestrian projects, parking improvements, signal improvements, sustainability features like storm water capture, and transportation demand management features.</li> </ul>
<p><b>101 Managed Lanes and Multimodal Projects</b> There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the</p>	<ul style="list-style-type: none"> <li>• <b>Support the expansion of managed/express lanes that provide faster and more reliable options for public transit vehicles than driving in the general-purpose lane.</b></li> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>

<p>101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 <b>is currently operational</b>, and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023/24.</p>	<ul style="list-style-type: none"> <li>• Participate in future workshops held by the California Transportation Commission to ensure eligibility for all projects.</li> <li>• Support funding and regulations that complement the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) adopted 101 equity program.</li> </ul>
<p><b>Transit-Oriented Development / First and Last Mile</b> First and last mile projects, as well as transit-oriented development projects, are an important part of the broad transit ecosystem that will help support robust ridership in the corridor.</p>	<ul style="list-style-type: none"> <li>• Support efforts to provide commuters with easy and convenient options to travel to and from major transit centers to their destination.</li> <li>• Support the development of new, innovative and equitable first and last mile options.</li> <li>• Support increased funding opportunities for first and last mile projects.</li> <li>• <b>Support transit-oriented development policies that promote collaboration with transit agencies to maximize the benefit of the TOD.</b></li> </ul>
<p><b>Grade Separations</b> are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people walking, biking, <b>riding transit</b> and driving when crossing the railroad, and help to relieve congestion on local our streets. <b>With</b> the average grade separation cost over \$200 million, there continue to be limited federal, state and local resources available to help finance these projects.</p>	<ul style="list-style-type: none"> <li>• Advocate for <b>additional</b> funding and policies to support grade separation projects.</li> </ul>
<p><b>Transportation Demand Management (TDM)</b> TDM is the application of strategies and policies to reduce travel demand of single-occupancy vehicles or to redistribute this demand in space or time.</p>	<ul style="list-style-type: none"> <li>• Support <b>policies that encourage the use of TDM</b> and efforts that provide more TDM tools and funding opportunities.</li> </ul>

Legislative, Regulatory and Administrative Issues	
<p><b>General</b> Every year, lawmakers pursue a variety of legislation or regulatory actions that would affect regulations governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated or can be improved to address potential burdens on transportation agencies without affecting regulatory goals. Recently, there have been calls for a more coordinated and streamlined transit system in the Bay Area.</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct, safe, efficient transportation operations, administration, planning and project delivery efforts, including alternative project delivery methods that provide flexibility to the Agency.</li> <li>• Oppose efforts to impose unjustified and/or <b>overly</b> burdensome regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> <li>• Engage with MTC, the Legislature, and stakeholders on policies <b>related to regional coordination</b>.</li> <li>• Ensure that new requirements impacting transit agencies support improved connections with other transit system and don’t result in tradeoffs that have unintended consequences for key transit riders and stakeholders.</li> <li>• Work with the Administration to ensure guidance considers impacts on transit operations and the ability to meet transit rider mobility needs.</li> <li>• Support efforts that assist the Agency in its efforts to recruit and retain employees.</li> </ul>
<p><b>California Environmental Quality Act (CEQA)</b> <b>San Mateo County has experienced an acceleration of frequent impacts on its infrastructure due to climate change. Existing law provides a series of statutory exemptions for transit and active transportation projects under CEQA through 2030. In 2023, the legislature enacted a comprehensive package to shorten the administrative and judicial review process.</b></p>	<ul style="list-style-type: none"> <li>• Closely monitor efforts to modernize CEQA. Without compromising CEQA’s effectiveness as an environmental protection policy, support proposals that advantage transportation projects, including bicycle, pedestrian and transit-oriented development projects.</li> <li>• Monitor the implementation and opportunities related to <b>CEQA streamlining to expedite project delivery, particularly for climate resilient projects.</b></li> </ul>
<p><b>Public Employees’ Pension Reform Act (PEPRA)</b> In 2021, the United States Department of Labor issued new policy asserting that the implementation of PEPRA by California transit agencies precludes the department from certifying federal transit grants owed to California transit</p>	<ul style="list-style-type: none"> <li>• Engage the State of California, delegation, sister agencies and transportation associations to prevent the withholding of the certification of federal transit grants owed to the Agency due to the implementation of PEPRA by transit agencies.</li> </ul>

<p>agencies. This policy, if implemented fully by USDOL, would lead to the withholding of potentially billions of dollars in federal funding to California transit agencies, including the Agency.</p>	
<p><b>Sustainable Communities Strategies Implementation</b> In conjunction with AB 32 and SB 32 implementation, the Sustainable Communities and Climate Protection Act (SB 375) requires regions to develop Sustainable Communities Strategies (SCS) with integrated housing, land use and transportation policies that will accommodate population growth and reduce regional greenhouse gas emissions by specific amounts. In 2017, regional authorities in the Bay Area approved the update to Plan Bay Area. The <b>most recent</b> Plan Bay Area 2050 was adopted in 2021 <b>and MTC is currently working on an update to Plan Bay Area 2050+.</b></p>	<ul style="list-style-type: none"> <li>• Advocate for policies that provide adequate and equitable funding to support increased demand and dependence on the Agency’s transportation services associated with the implementation of SB 375 and Plan Bay Area.</li> <li>• Ensure any planning, development, or policy proposals are consistent with the Agency’s policies and planning.</li> <li>• Support efforts to provide ensure transit agencies are eligible for climate resiliency program funding.</li> <li>• <b>Support efforts to prioritize San Mateo County projects in Plan Bay Area.</b></li> </ul>
<p><b>Transit Bus Electrification Zero-Emission Bus</b> In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit regulation. This regulation, which aims to transition all transit buses operating in California to zero-emission bus technologies by 2040, presents transit agencies with new funding and operational challenges. Addressing these challenges requires ongoing engagement with regulatory bodies, including CARB, the California Energy Commission and the California Public Utilities Commission, to unlock new funding and to design programs supportive of compliance with the regulation.</p>	<ul style="list-style-type: none"> <li>• Advocate for priority funding from the State Legislature, CARB, CEC and CPUC for zero-emission buses and charging/refueling infrastructure to facilitate compliance with the Innovative Clean Transit (ICT) regulation.</li> <li>• Continue to educate State Legislature, CARB, CEC and CPUC on any challenges to implement the ICT regulation.</li> <li>• Continue to monitor implementation of Pacific Gas &amp; Electric’s Commercial Electric Vehicle Rate <b>and</b> determine whether further refinements to the rate are necessary.</li> </ul>

<p><b>Climate Action Plan for Transportation Infrastructure (CAPTI)</b> in prioritizing environmental sustainability in transportation. In 2021 CalSTA adopted CAPTI, which details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity.</p>	<ul style="list-style-type: none"> <li>• Work to ensure state and federal funds are made available to achieve the <b>transportation and transit</b> goals outlined in <b>CAPTI</b>.</li> <li>• Engage in the State’s effort to address the transit-specific goals outlined in the executive orders.</li> <li>• Protect transit <b>and transportation</b> agencies from any negative impacts stemming from the executive orders (e.g. additional mandates without funding, changes to funding guidelines that might disadvantage transit projects).</li> <li>• Work to ensure state regulations related to the reduction of greenhouse gas emissions (GHG) and the implementation of CAPTI align with the goals of The Agency.</li> </ul>
<p><b>Brown Act</b> In response to the COVID-19 pandemic, Governor Newsom issued emergency orders that included suspending many of the Brown Act requirements for remote participation in public meetings, such as requiring teleconference locations to be disclosed, and making all teleconference locations open and accessible to the public. <b>Multiple bills addressed the Brown Act in the last legislative session in order to incorporate the ability to meet remotely with conditions into Brown Act meetings moving forward. Significant issues, such as allowing citizen committee members to meet virtually, remain.</b></p>	<ul style="list-style-type: none"> <li>• Evaluate legislation that makes additional changes to the Brown Act.</li> <li>• Support changes that would do one or more of the following: <ul style="list-style-type: none"> <li>○ Provide flexibility for Board and citizens advisory/oversight committee members to participate in meetings remotely, particularly for regional entities.</li> <li>○ Maximize equitable access to remote participation in meetings.</li> <li>○ Protect the privacy of individuals cared for by Board/committee members.</li> <li>○ Increase participation in public meetings.</li> </ul> </li> </ul>

<b>Federal</b>	
<b>Funding Opportunities and Challenges</b>	
<i>Issue / Background</i>	<i>Strategy</i>
<p><b>Federal Appropriations</b> Transit <b>and transportation</b> agencies continue to suffer from a</p>	<ul style="list-style-type: none"> <li>• Seek funding opportunities for Zero Emission Bus infrastructure <b>and other capital projects</b>.</li> </ul>



<p>loss of ridership and revenue as a result of the COVID-19 pandemic and widespread work from home policies. SamTrans is fortunate to be a leader in ridership recovery at over 80% pre-pandemic. SamTrans also has sources of local funding other agencies do not have. Sister agencies, especially rail, are facing large fiscal cliffs. Additional funding is needed to mitigate the pandemic and work from home policies' impact on transit agencies.</p> <p>Every year, Congress adopts appropriations bills that cover 12 major issue areas, including the Transportation, Housing and Urban Development bill. These measures provide the funding for federal agencies to spend money during the upcoming fiscal year for the programs they administer.</p>	<ul style="list-style-type: none"> <li>• Partner with local, regional, State and national coalitions to advocate appropriation of the maximum authorized amount for programs that benefit the Agency's transportation services and needs.</li> <li>• Work with local and regional coalitions to support requests for funding from discretionary programs.</li> <li>• Communicate frequently with the Agency's federal delegation and key appropriators on the needs or concerns of pending appropriation bills.</li> </ul>
<p><b>Tax and Finance</b> Congress considers legislation that governs tax and finance issues that impact transit agencies.</p>	<ul style="list-style-type: none"> <li>• Support efforts to ensure tax provisions that benefit the Agency's priorities are included in any tax or finance proposal.</li> <li>• Protect against the elimination or diversion of any tax policies that support the Agency's transportation needs.</li> </ul>
<p><b>Transportation Projects</b></p>	
<p><b>General</b> Support Agency projects and the efforts of partnering agencies to obtain federal funding for the Agency's related transit projects.</p>	<ul style="list-style-type: none"> <li>• Work with federal delegation members, as well as local, regional, and state coalitions to support the federal funding requests for Agency projects and programs and for our partner transit agencies, such as Caltrain electrification, on projects that provide complementary services for the Agency.</li> <li>• Support the allocation of federal funding to advance implementation of transportation projects in San Mateo County.</li> </ul>
<p><b>Grade Separations</b> are an important safety and quality of life feature for the cities in San Mateo County. These projects improve safety for people</p>	<ul style="list-style-type: none"> <li>• Advocate for additional funding and policies to support grade separation projects and to prioritize and fund San Mateo County projects.</li> </ul>

<p>walking, biking, and driving when crossing the railroad, and help to relieve congestion on local our streets. While the IJA authorized additional funding for Grade Separation projects, the average grade separation cost over \$200 million and there continues to be limited resources available to help advance these projects.</p>	
<p><b>Dumbarton Corridor</b> <b>SamTrans continues to build on the</b> 2017 San Mateo County Transit District “Dumbarton Transportation Corridor Study” that looked at short- and long-term strategies that reduce traffic congestion and improve mobility in San Mateo County and between San Mateo and Alameda County.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities <b>and a regulatory environment</b> that will help the project move through the different stages of planning, environmental, and construction phases.</li> </ul>
<p><b>101 Managed Lanes and Multimodal Projects</b> There are several Managed and Express Lanes projects in San Mateo County including the 101 Express Lanes from the San Mateo/Santa Clara County line to I-380 in South San Francisco (Phase 1); North of 380 to San Francisco (Phase 2); and the 101/92 Interchange Area Improvement and Direct Connector projects. Phase 1 <b>is currently operational</b> and Phase 2 began environmental efforts in 2021 with a draft EIR expected to be available for public comment in 2024. The 101/92 Area Improvement project is construction ready and the Direct Connect project starts environmental efforts in 2023/24.</p>	<ul style="list-style-type: none"> <li>• Support funding opportunities that will help the project move through the different stages of planning, environmental, and construction phases.</li> <li>• Support policies that will allow for effective public private partnerships.</li> </ul>
<p><b>Legislative, Regulatory and Administrative Issues</b></p>	
<p><b>General</b> Every year lawmakers pursue legislation or regulatory action that would affect regulations</p>	<ul style="list-style-type: none"> <li>• Support opportunities to remove barriers to, and improve the ability to conduct safe <b>and</b> efficient transportation operations, administration, planning and project</li> </ul>

<p>governing transportation-related service operations, administration, planning and project delivery. In addition, there are opportunities to reform or update existing regulations that are outdated, or can be improved to address potential burdens on transportation agencies without affecting regulatory goals.</p>	<p>delivery efforts, including alternative project delivery methods that provide flexibility to the Agency.</p> <ul style="list-style-type: none"> <li>• Oppose efforts to impose unjustified and/or <b>overly burdensome</b> regulations or restrictions on the Agency’s ability to conduct efficient transportation operations, administration, planning and project delivery efforts.</li> <li>• Support efforts that assist the Agency in its efforts to recruit and retain employees.</li> </ul>
<p><b>Infrastructure Investment and Jobs Act (IIJA) implementation</b> In November 2021, Congress approved, and the President signed into law the IIJA, which includes \$550 billion in new funding, and \$1.2 trillion in total, for infrastructure investment, including for roads and bridges, rail systems, bus systems, drinking water and clean water, the electric grid, and other programs. MTC estimates that the Bay Area will receive at least \$3.4 billion in formula funding from the IIJA.</p>	<ul style="list-style-type: none"> <li>• Support efforts to seek federal funds through IIJA for Agency projects and plans, <b>apply for appropriate grants</b>.</li> <li>• Monitor and review guidance and rulemaking proposals affecting IIJA implementation and other transportation issues.</li> <li>• Collaborate with local, regional, state and national transportation advocacy groups to coordinate <b>funding advocacy and</b> comments that support regulations that maximize benefits for transportation programs, services and users.</li> </ul>
<p><b>Inflation Reduction Act (IRA)</b> <b>With</b> the passage of the IRA, federal agencies <b>are moving forward on implementing the new tax and climate law</b>. While focusing mainly on energy production, tax, and healthcare, the IRA provides some funding for low-emission transportation technologies.</p>	<ul style="list-style-type: none"> <li>• Monitor closely and take action as needed during Administration implementation of provisions that may have a significant impact on transit / transportation projects and programs.</li> <li>• Advocate for funding for the Agency’s projects and needs.</li> </ul>
<p><b>FAA Rule</b> In 2014, the Federal Aviation Administration’s (FAA) issued a rule called the “Policy and Procedures Concerning the Use of Airport Revenue, proceeds from Taxes on Aviation Fuel.” The rule would require that local taxes on aviation fuels must be spent on airports is contrary to states’ rights to control their general application sales tax measures.</p>	<ul style="list-style-type: none"> <li>• Support efforts to protect the ability of local and state governments to determine how general sales tax measures are allocated.</li> <li>• Continue to advocate for report language in the annual appropriations bills and support legislative changes that would permanently clarify the issue.</li> <li>• Support the State of California in its efforts to respond and address FAA’s requests.</li> </ul>

<p>Senator Alex Padilla recently introduced legislation (with the intention of offering it to the Senate FAA reauthorization bill) with the intent of codifying this language. However, the FAA bill is stalled in committee, so its path forward remains unclear.</p>	
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**Resolution No. 2023-**

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

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**Declaring the Uncertainty of Compensation for the General Manager/CEO  
as of November 1, 2023**

**Whereas**, the San Mateo County Transit District (District) Board of Directors (Board) promoted and appointed April Chan to be General Manager/CEO, effective November 1, 2022, pursuant to Resolution 2022-26; and

**Whereas**, Section 3.2 of Ms. Chan’s Employment Agreement provides for annual performance evaluations, at or near the anniversary of her promotion to the General Manager/CEO position, during which she is “eligible to be considered for annual increases of up to 5 percent based upon [...] performance of her duties and obligations in an above satisfactory manner as the Board may reasonably determine;” and

**Whereas**, the Board Chair has convened a Performance Evaluation Ad Hoc Advisory Committee (Committee) to conduct Ms. Chan’s first annual performance evaluation; and

**Whereas**, the Committee has commenced but not yet completed its work due to competing Board and Committee member priorities over the past several months in addressing significant District projects as well as the desire to devote the time necessary to assure a meaningful first annual performance evaluation for Ms. Chan; and

**Whereas**, the Committee recommends that the Board determine that an adjustment in compensation of the General Manager/CEO may be in order upon completion of her performance evaluation, which adjustment would be effective as of the anniversary date of her promotion.

**Now, Therefore, Be It Resolved** that the Board of Directors of the San Mateo County Transit District hereby finds that, as of November 1, 2023, the compensation of the General Manager/CEO is uncertain and undetermined; and

**Be It Further Resolved**, that the Performance Evaluation Ad Hoc Advisory Committee shall make a report to the full Board during its next regular meeting scheduled for January 10, 2024 regarding Ms. Chan’s eligibility for an annual increase to her compensation, with the understanding that any new compensation may be applied effective as of November 1, 2023 in consideration of services to be provided by the General Manager/CEO going forward.

Regularly passed and adopted this 6th day of December, 2023 by the following vote:

Ayes:

Noes:

Absent:

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Chair, San Mateo County Transit District

Attest:

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District Secretary