

Reimagine SamTrans Title VI Report

February 2022

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1 EXECUTIVE SUMMARY

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

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

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

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

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

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

2 INTRODUCTION AND BACKGROUND

SAMTRANS OVERVIEW

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

PROJECT OVERVIEW

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

Reimagine SamTrans established three project goals:

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

Description of Proposed Service Changes

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

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

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

The following tables outline the recommended changes to each route.

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

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

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

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

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

School-Oriented Bus Service

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

Figure 2 Changes in school-oriented bus service

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

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

SAMTRANS TITLE VI POLICIES

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

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

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

Major Service Change Policy

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

Disparate Impact Policy

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

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

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

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

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

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

Disproportionate Burden Policy

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

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

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

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

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

Public Engagement for Policy Development

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

The community meetings were held:

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

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

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

3 METHODS

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

METHODOLOGY CHOICE

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

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

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

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

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

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

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

METHODS USED

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

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

Census Tract Categorization

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

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

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

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

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

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

Figure 4 Low-Income Tracts

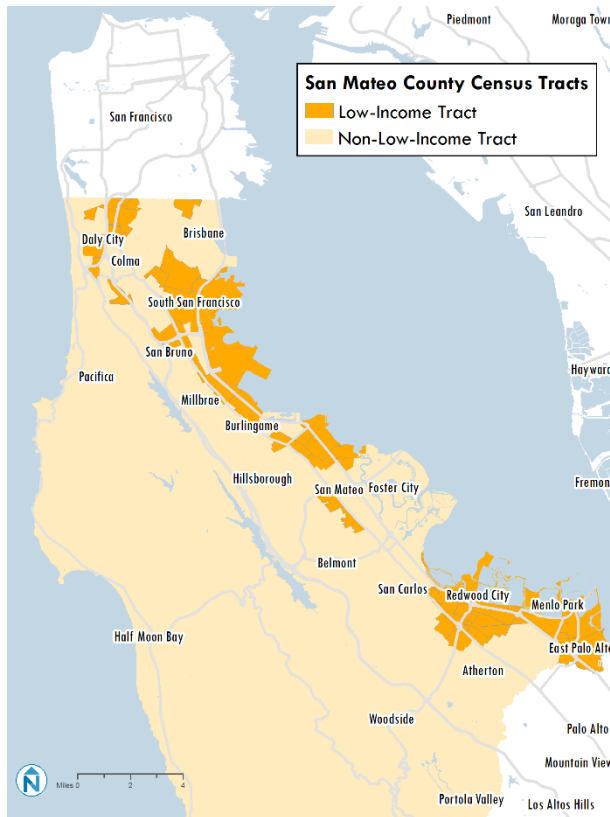
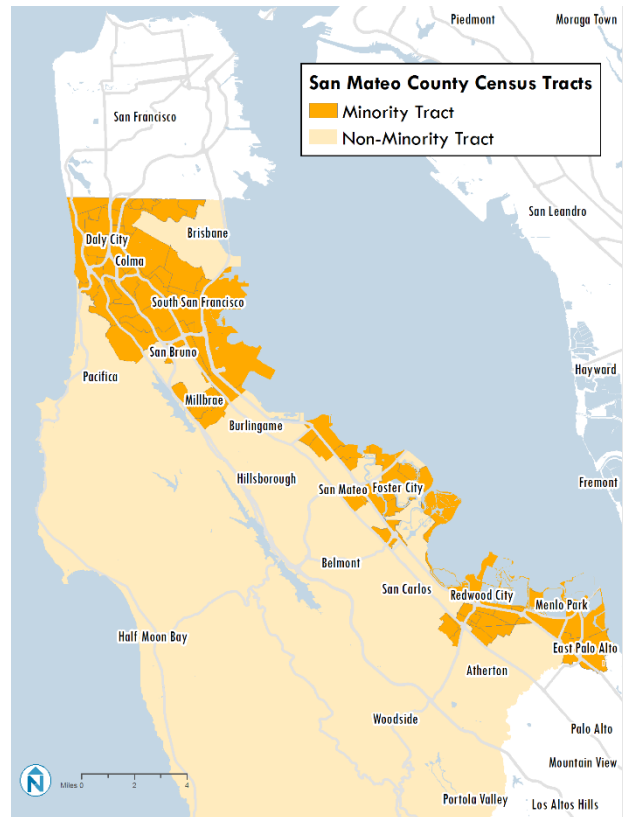


Figure 5 Minority Tracts



Route Classification

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

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

Population Served

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

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

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

4 ANALYSIS

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

In both cases:

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

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

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

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

SYSTEMWIDE IMPACTS

Route Classification

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

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

Figure 6 Current Network Route Classifications

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

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

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Route	Minority Route	Low-Income Route
118 Linda Mar Park & Ride - Daly City BART	Non-Minority	Non-Low-Income
120 Colma BART - Brunswick / Templeton	Minority Route	Non-Low-Income
121 Lowell / Hanover - Skyline College	Minority Route	Non-Low-Income
122 South SF BART - Stonestown / SF State	Minority Route	Non-Low-Income
130 Daly City BART - Airport / Linden	Minority Route	Low-Income Route
140 Airtrain - West Manor / Palmetto	Minority Route	Non-Low-Income
141 Airport / Linden - Shelter Creek	Minority Route	Low-Income Route
17 Linda Mar Park & Ride - Pescadero	Non-Minority	Non-Low-Income
250 5th / El Camino - College of San Mateo	Non-Minority	Non-Low-Income
251 Foster City - Hillsdale Mall	Minority Route	Non-Low-Income
256 Hillsdale Mall - Foster City	Minority Route	Non-Low-Income
260 San Carlos Caltrain - College of San Mateo	Non-Minority	Non-Low-Income
270 Redwood City Caltrain - Florence / 17th loop	Minority Route	Low-Income Route
274 Redwood City Transit Ctr - Canada College	Non-Minority	Non-Low-Income
275 Redwood City Transit Ctr - Alameda / Woodside	Non-Minority	Non-Low-Income
276 Redwood City Transit Ctr - Florence / 17th	Minority Route	Low-Income Route
278 Woodside / Alameda - Canada College - Saturday Only	Non-Minority	Non-Low-Income
280 Purdue / Fordham - Stanford Mall	Minority Route	Low-Income Route
281 Onetta Harris Ctr - Stanford Mall	Non-Minority	Non-Low-Income
286 Ringwood / Arlington - Monte Rosa / Eastridge	Non-Minority	Non-Low-Income
292 San Francisco - SFO - Hillsdale Mall	Non-Minority	Non-Low-Income
294 SM Med Ctr - Hillsdale - CSM - Half Moon Bay	Non-Minority	Non-Low-Income
295 San Mateo Caltrain - Redwood City Transit Center	Non-Minority	Non-Low-Income
296 Redwood City Transit Center - Bayshore / Donohoe	Non-Minority	Low-Income Route
38 Safe Harbor Shelter	Minority Route	Low-Income Route
397 San Francisco - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income
398 Redwood City Transit Center to SF Transbay Terminal	Minority Route	Low-Income Route
713 SF Transit Center - San Francisco International	Minority Route	Low-Income Route
ECR Daly City BART - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income
FCX Foster City - San Francisco	Non-Minority	Non-Low-Income
SFO - Millbrae	Minority Route	Low-Income Route

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Figure 7 Recommended Network Route Classifications

Route	Minority Route	Low-Income Route
110 Daly City BART - Linda Mar Park & Ride	Non-Minority	Non-Low-Income
112- Pacific Manor- Colma BART	Minority Route	Non-Low-Income
118 Linda Mar Park & Ride - Daly City BART	Non-Minority	Non-Low-Income
120 Colma BART - Mission Hill	Minority Route	Non-Low-Income
121 Lowell / Hanover - Skyline College	Minority Route	Non-Low-Income
122 South SF BART - Stonestown / SF State	Minority Route	Non-Low-Income
124 Skyline College Limited	Minority Route	Non-Low-Income
130A Daly City BART - Airport/Linden Ave	Minority Route	Low-Income Route
130B Daly City BART - Oyster Point	Minority Route	Low-Income Route
141 Skyline Coll - Linden Ave	Minority Route	Low-Income Route
142-SFO end Bayhill Shelter Creek - San Bruno SC	Minority Route	Low-Income Route
17 Linda Mar Park & Ride - Pescadero	Non-Minority	Non-Low-Income
249 San Mateo Caltrain to CSM	Non-Minority	Non-Low-Income
250 College of San Mateo - San MateoS	Minority Route	Non-Low-Income
251 NEW Foster City-Hillsdale on-28th & ECR	Minority Route	Non-Low-Income
260 San Carlos Caltrain - Cipriani	Non-Minority	Non-Low-Income
270 Redwood City Transit Center - Florence/17th Loop	Minority Route	Low-Income Route
275 Freeway-Redwood City Transit Center - Canada College	Non-Minority	Non-Low-Income
276 Redwood City Transit Center - Bohannon Dr Loop	Minority Route	Low-Income Route
280 Purdue / Fordham - Palo Alto Transit Station	Minority Route	Low-Income Route
281 Onetta Harris Ctr - Stanford Oval	Non-Minority	Non-Low-Income
292 San Francisco - SFO - Hillsdale Mall	Non-Minority	Non-Low-Income
294 SM Med Ctr - Hillsdale - CSM - Half Moon Bay	Non-Minority	Non-Low-Income
295 Hillsdale Caltrain - Redwood City Transit Center	Non-Minority	Non-Low-Income
296 OWL Redwood City Transit Center - Bayshore / Donohoe	Non-Minority	Non-Low-Income
296 Redwood City Transit Center - Bayshore / Donohoe	Non-Minority	Low-Income Route
38 Safe Harbor Shelter	Minority Route	Low-Income Route
397 San Francisco - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income
713 SF Transit Center - San Francisco International	Minority Route	Low-Income Route
ECR Daly City BART - Palo Alto Transit Ctr	Non-Minority	Non-Low-Income

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Route	Minority Route	Low-Income Route
ECR OWL Daly City BART - Palo Alto Transit Ctr	Minority Route	Low-Income Route
EPX EPA-San Bruno BART-San Francisco Express	Minority Route	Low-Income Route
FCX Foster City - San Francisco	Minority Route	Non-Low-Income

Disparate Impact

Disparate impact analysis studies the impact of service changes on minority populations. The maps in Figure 8 and Figure 9 show the existing and recommended networks with minority routes in dark blue and non-minority routes in light blue.

Figure 8 Current Network minority routes

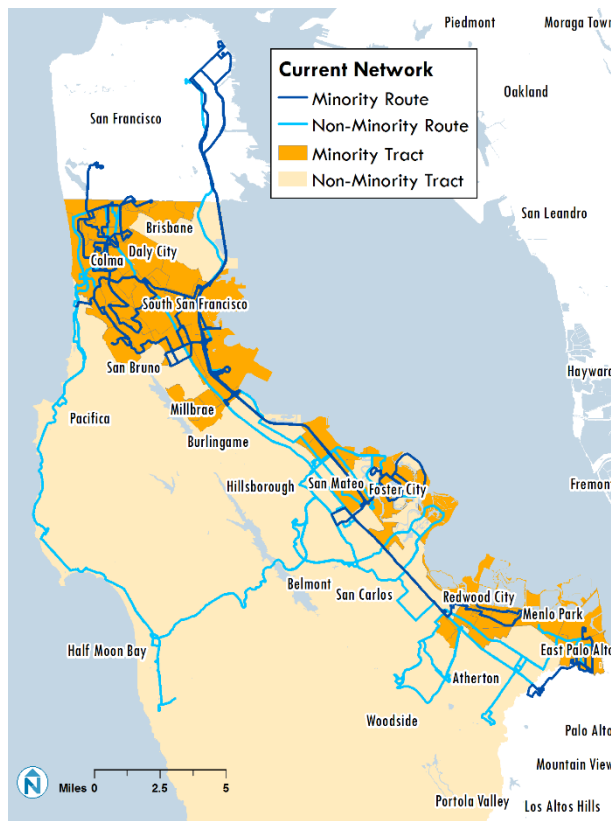
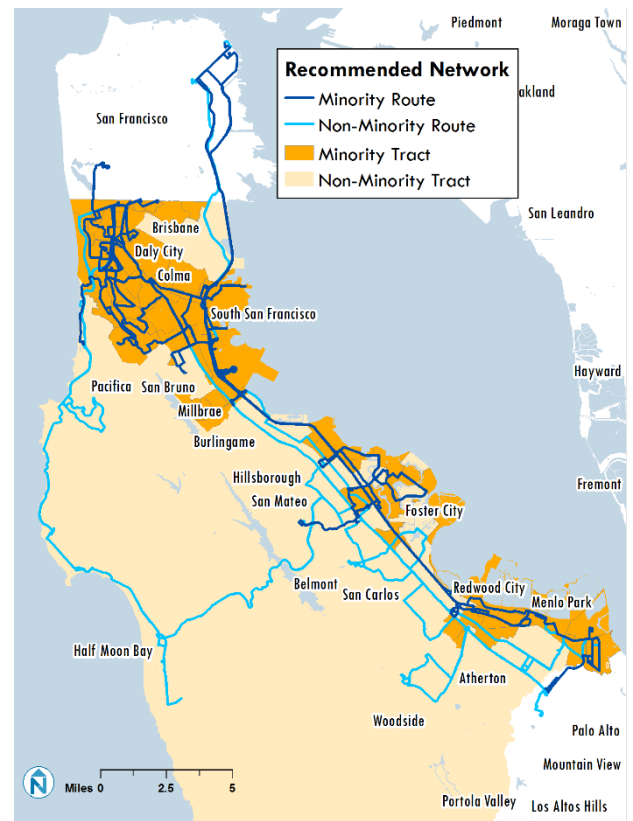


Figure 9 Recommended Network minority routes



As seen in Figure 10, the number of routes where at least 50% of the alignment is within a minority tract increases by 26.7% in the recommended network. The weekly route miles travelled by minority routes increases by 7.6%. In comparison, the number and distance of routes that serve mainly non-minority tracts decreases by 22.2% and 0.9% respectively. These results represent a significantly beneficial difference in service to minority versus non-minority areas. The difference in number of routes between non-

minority and minority routes is -48.9%, with the negative number representing higher benefits to minority routes; thus, this is not a disparate impact. Similarly, the difference in route miles between non-minority and minority routes is -9%, with the negative number indicating improved service for minority routes and, thus, not a disparate impact.

Figure 10 Approximate change in service on Minority Routes

Designation	Current Network		Recommended Network		Change	
	Number of Routes	Route Miles	Number of Routes	Route Miles	Number of Routes	Route Miles
Non-Minority	18	79,281	14	78,572	-22.2%	-0.9%
Minority	15	48,333	19	52,026.77	+26.7%	+7.6%
Total	33	127,614	33	130,599	No change	+2.3%
Difference between non-minority and minority routes:					-48.9%	-9%

Disproportionate Burden

The Disproportionate burden analysis studies the impact of service changes on low-income communities. The maps in Figure 11 and Figure 12 show the existing and recommended networks with low-income routes in dark blue and non-low-income routes in light blue.

Figure 11 Current Network low-income routes

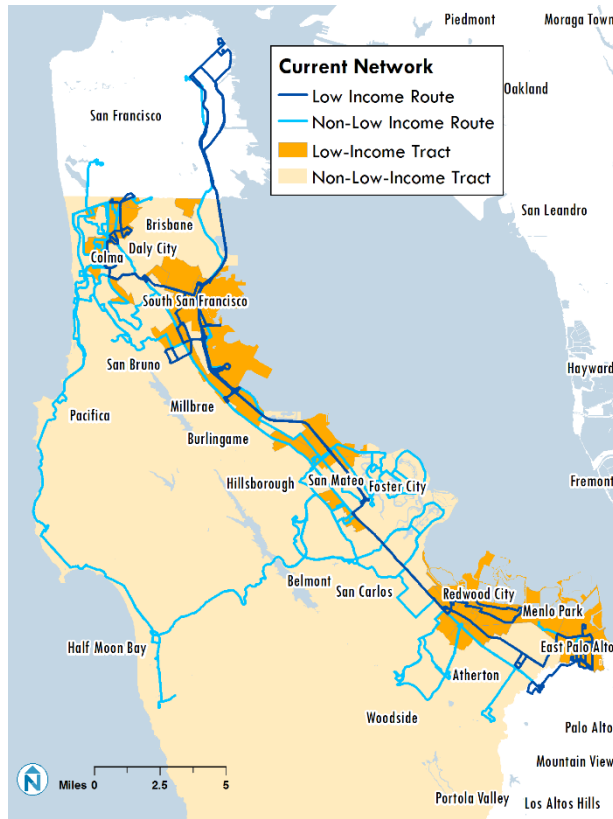
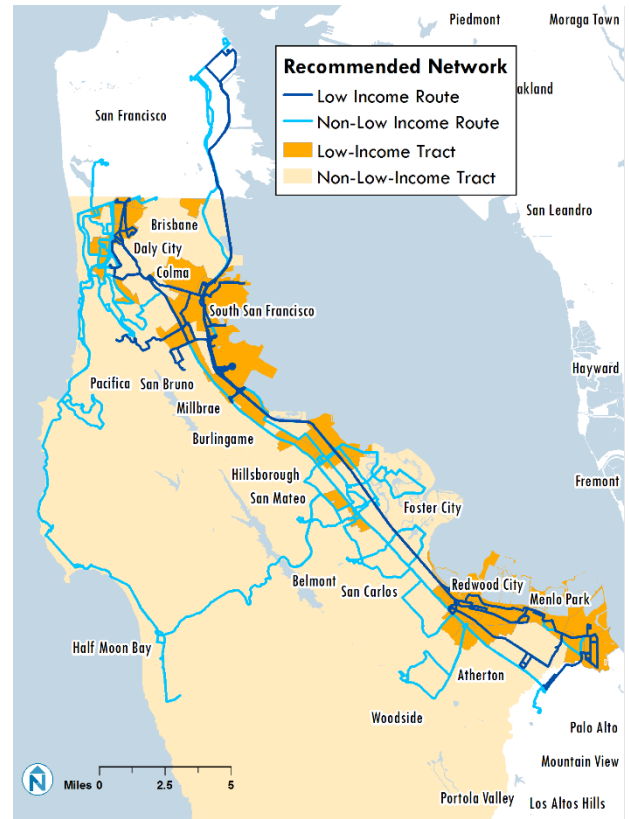


Figure 12 Recommended Network low-income routes



As seen in Figure 13, the number of routes where at least 50% of the alignment is within a low-income tract increases by 20% in the recommended network. The weekly miles covered by routes designated as low-income routes decreases by 2.8%. In comparison, the number of non-low-income routes decreases by 8.7% while weekly route miles increase by 4%. The difference in number of routes between non-low-income and low-income routes is -28.7%, representing relatively less burden for low-income populations rather than a disproportionate burden. The difference in the percent change in weekly route miles between non-low-income and low-income routes is 7%, which does not reach the 20% disproportionate burden threshold.

Figure 13 Approximate change in service on Low-income Routes

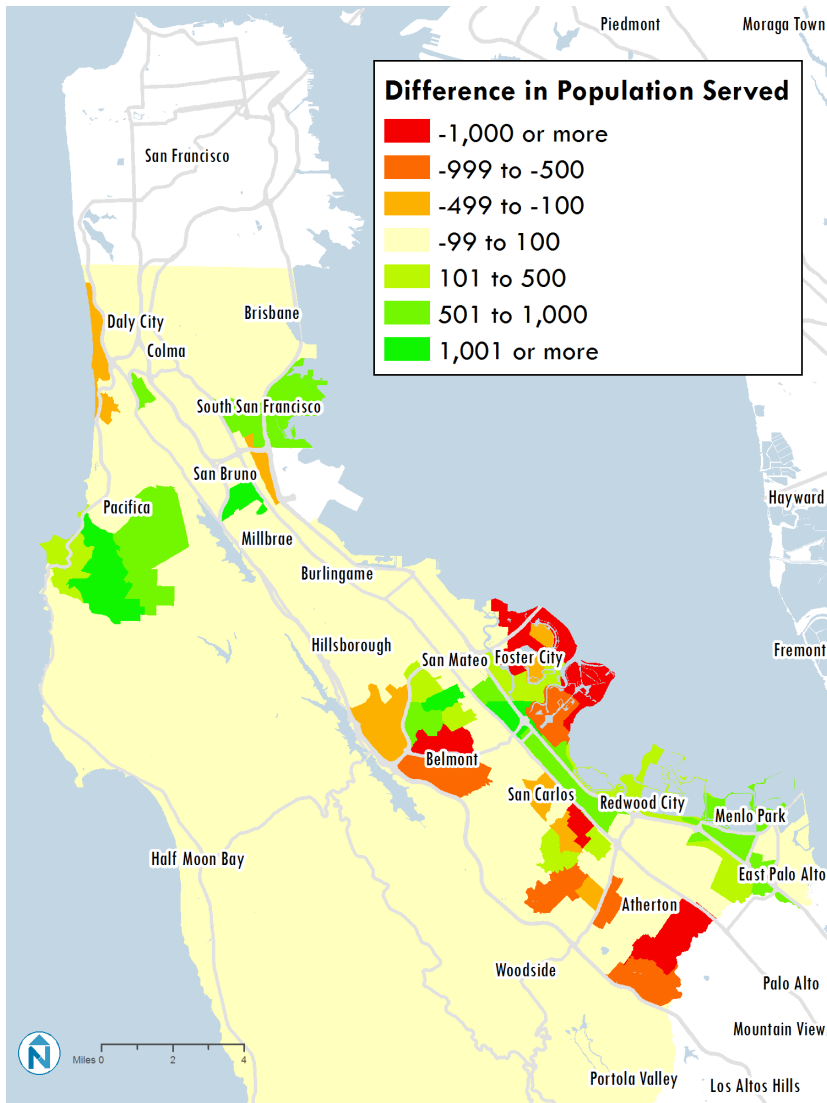
Designation	Current Network		Recommended Network		Change	
	Number of Routes	Weekly Miles	Number of Routes	Weekly Miles	Number of Routes	Weekly Miles
Non-Low-income	23	96,938	21	100,785	-8.7%	+4.0%
Low-income	10	30,677	12	29,814	+20.0%	-2.8%
Total	33	127,614	33	130,599	No change	2.3%
Difference between non-low-income and low-income routes:					-28.7%	7%

Population Served

The second method of analysis to identify potential disparate impacts or disproportionate burdens considers the population served. For the purposes of this analysis, populations living within one-quarter mile of at least one Sam Trans bus route are considered to be "served" by the fixed-route bus system.

After completing the analysis according to the methodology in the Methods chapter, the overall recommended network serves 2.4% fewer people than the current network. Figure shows the change in population served between the existing and recommended networks for all tracts in San Mateo County.

Figure 14 Change in population served within one-quarter mile, all San Mateo tracts



Disparate Impact

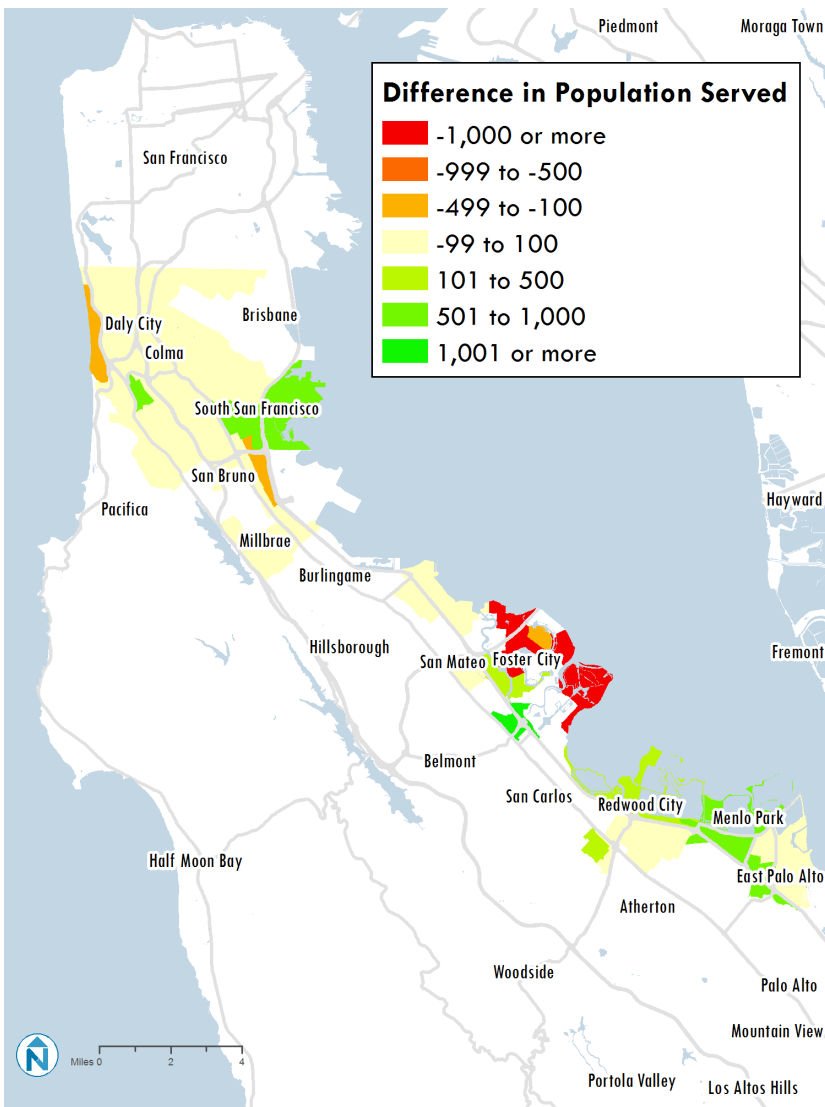
The population served decreases in both minority and non-minority tracts, as seen in Figure . However, this impact does not disparately impact minority populations. The analysis shows a 4% decrease in population served in non-minority tracts, compared to a smaller 1.4% decrease in population served in minority tracts. The difference in impacts on non-minority and minority tract population is -1.4%, which indicates relatively less service loss for minority populations than non-minority populations and, thus no disparate impact. Figure shows the difference in population served for minority tracts only, with most of the decrease in populations served occurring in Foster City and Redwood Shores.

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Figure 15 Change in population served by minority tract status

Designation	Population Served by Current Network	Population Served in Recommended Network	Difference in Population Served	Percent Change
Non-Minority	199,084	191,089	-7,996	-4.0%
Minority	299,514	295,341	-4,173	-1.4%
Total	498,598	486,429	-12,168	-2.4%
Difference between non-minority and minority population served impacts:				-1.4%

Figure 16 Change in population served within one-quarter mile, minority tracts only



Although no disparate impact is found, the recommended network does include service coverage options to address the impacts to populations served by school-oriented routes in some communities.

The areas of eastern Foster City and Redwood Shores will continue to be served by school-oriented service (routes 51, 54, 57, 60, and 67) during peak times to align with school bell schedules. As shown in dark blue in Figure 17, multiple school routes in the recommended network will continue to serve areas in Foster City and Redwood Shores.

Figure 3 Network Detail for Minority Tracts (Foster City and Redwood Shores)

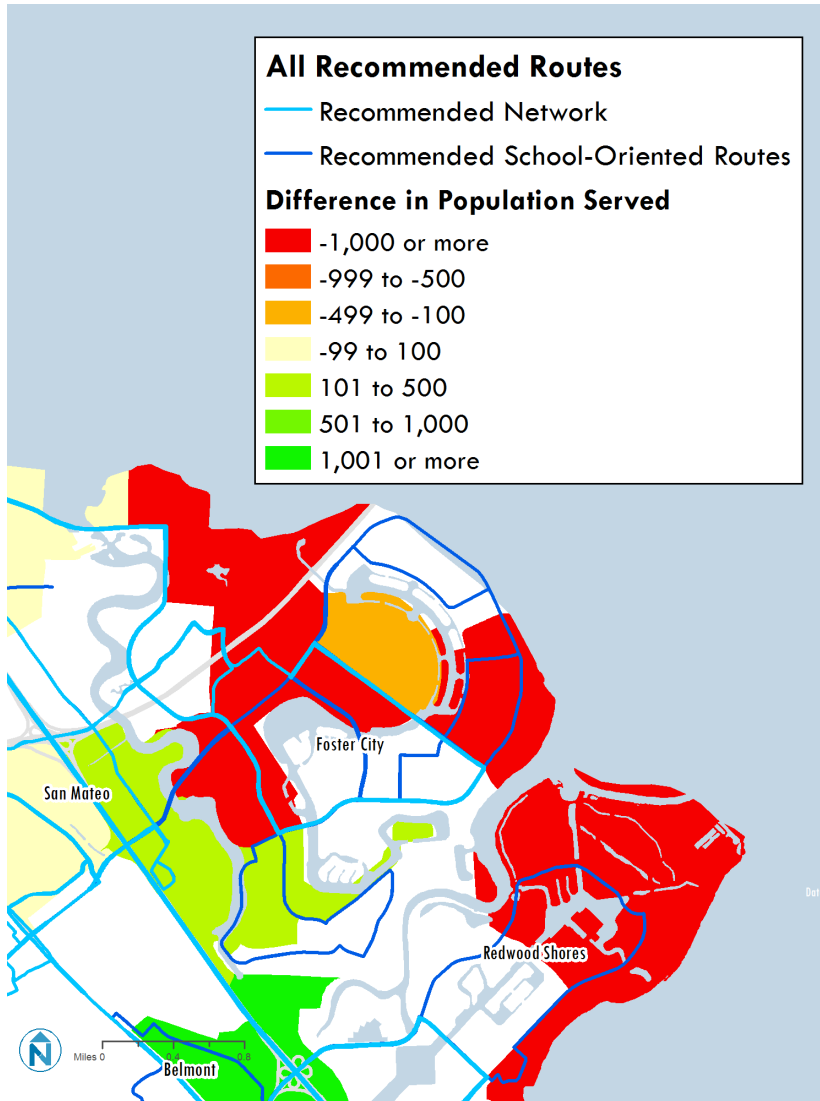
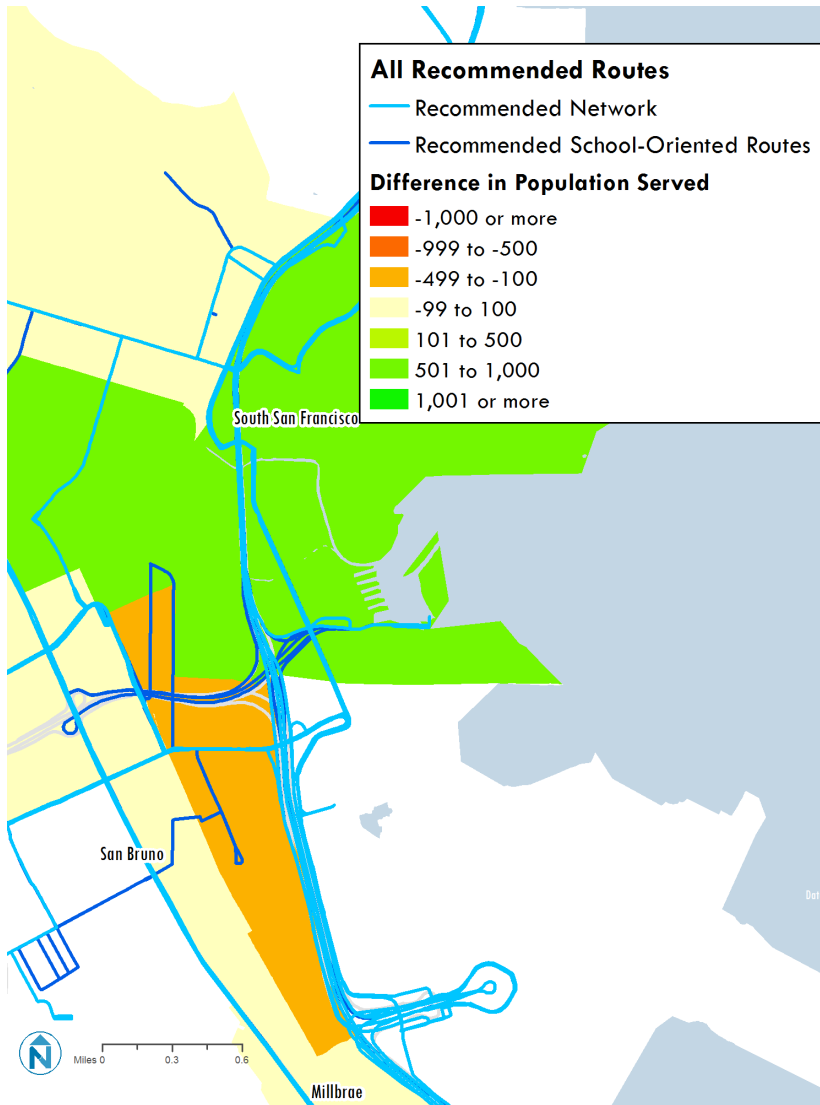


Figure 18 shows the school-oriented routes that serve the San Bruno tract where a loss of population served was identified. New or remaining school-oriented routes are shown in dark blue, while the recommended network of local service is shown in light blue on the map. Routes 41 and 16/49 Combo are shown in dark blue on this map and will continue to provide school-oriented service in this area.

Figure 18 Network Detail for Minority Tracts (San Bruno)



Disproportionate Burden

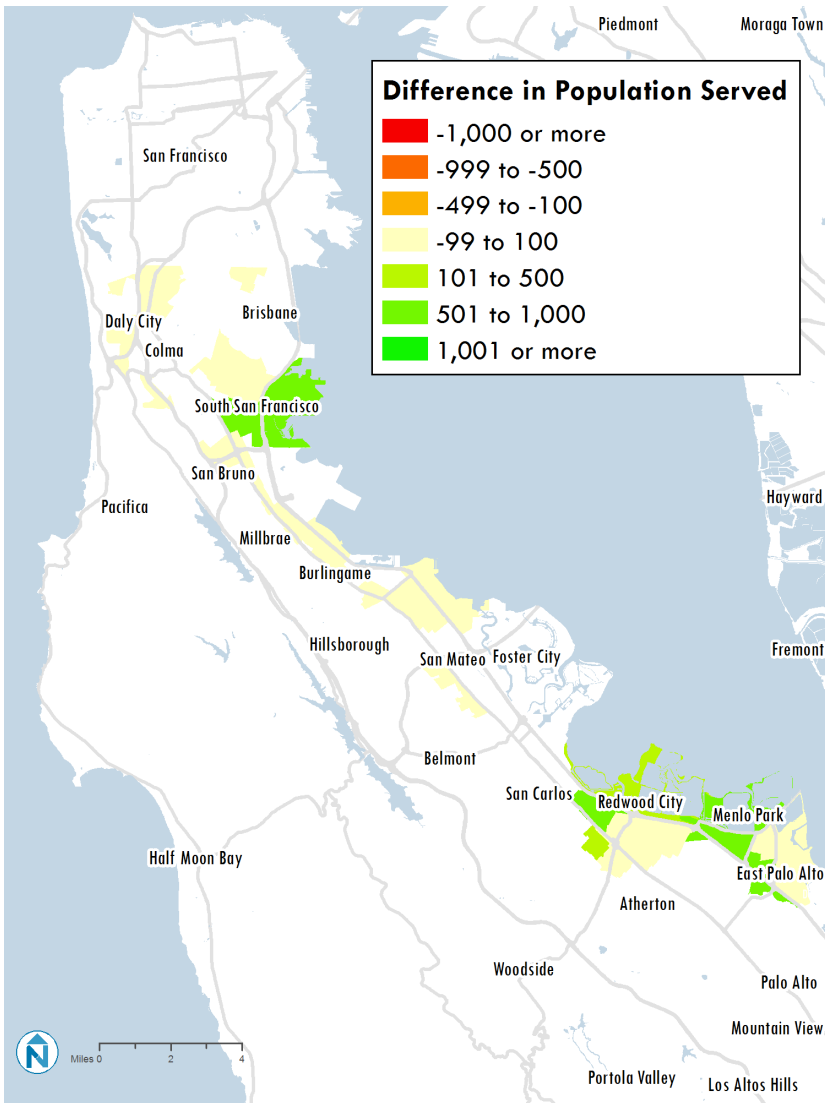
The changes in the recommended network benefit low-income tracts over non-low-income tracts, as shown in Figure 19. The population served in low-income tracts increases by 2%, while the population served for non-low-income tracts decreases by 5.6%. The negative difference of -7.7% between non-low-income and low-income tract population served indicates a relative benefit to low-income populations as opposed to a disproportionate burden. Figure 20 shows where the greatest service increases to low-income populations occur.

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Figure 19 Change in population served by low-income tract status

Designation	Current Alignment	Recommended Alignment	Difference	Percent Change
Non-Low-income	290,143	273,784	-16,358	-5.6%
Low-Income	208,455	212,645	+4,190	+2.0%
Total	498,598	486,429	-12,168	-2.4%
Difference between non-low-income and low-income population served impacts:				-7.7%

Figure 20 Change in population served within one-quarter mile, low-income tracts only



SCHOOL-ORIENTED ROUTE IMPACTS

This section documents the analysis conducted to explore the impacts of eliminating two school-oriented routes: Route 16 and Route 80.

Population Served

The methodology to determine the impacts of eliminating routes 16 and 80 is a variation of the population-served methods used for the network analysis.

The eliminated routes were overlaid on the recommended network, including the school-oriented routes, and the segments that will not be served by alternative routes in the new network were extracted for analysis. These segments are referred to as "eliminated segments" in this analysis for clarity and consistency, but the entire route has been eliminated. A quarter-mile buffer was created around the eliminated segments, and the population served by those segments was calculated using the population-served methodology described in Chapter 3. This population number is identified as experiencing a loss of service in the recommended network. To identify if the route elimination has a disparate impact or disproportionate burden on a protected class, the percentage of the total loss that occurs in minority or low-income tracts is compared to the percent of the total loss that occurs in non-minority or non-low-income tracts.

The percent change numbers are presented as negative numbers to convey that it is a decrease in population served and for properly identifying disparate impact and disproportionate burden consistent with the previous analyses and SamTrans Title VI policy.

Service span and ridership are not considered in this analysis. All school-oriented routes operate fewer than 10 trips per day, and the population-served analysis likely overestimates the impact of the loss of these routes, but is useful in comparing impacts between minority and non-minority tracts and low-income and non-low-income tracts.

Route 16

Figure 21 and Figure 22 show the location of Route 16 and its eliminated segments in relation to minority tracts. Figure 21 shows Route 16 in the current SamTrans network in red and Figure 22 shows the current Route 16 alignment in the context of the recommended network highlighting the segments of Route 16 in red that will not be served by any routes in the recommended network.

As seen in Figure 23, 51% of the population that have been served by the eliminated segments is in non-minority tracts, while 49% of the decrease occurs in minority tracts. This difference of -2% is negative and thus not a disparate impact.

Figure 21 Route 16 in Current Network, Minority Tract Status

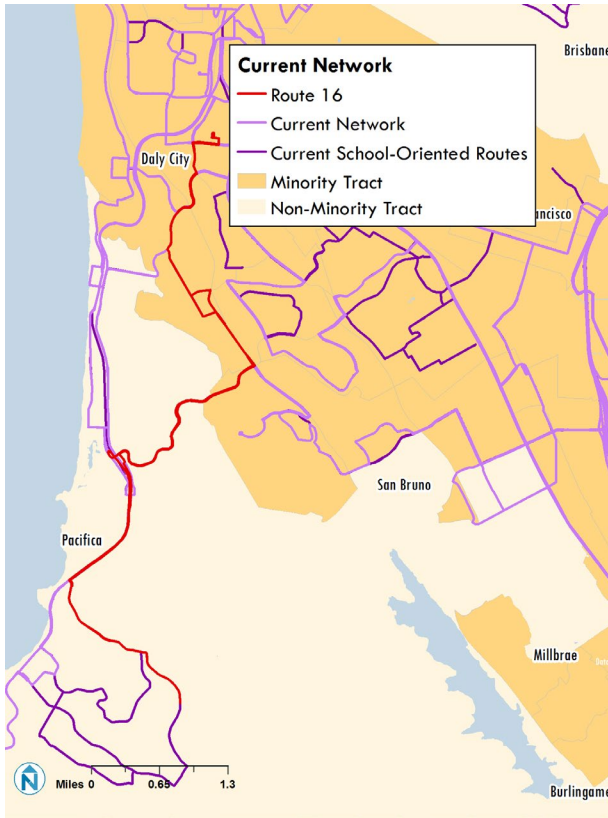


Figure 22 Route 16 Eliminated Segments, Minority Tract Status

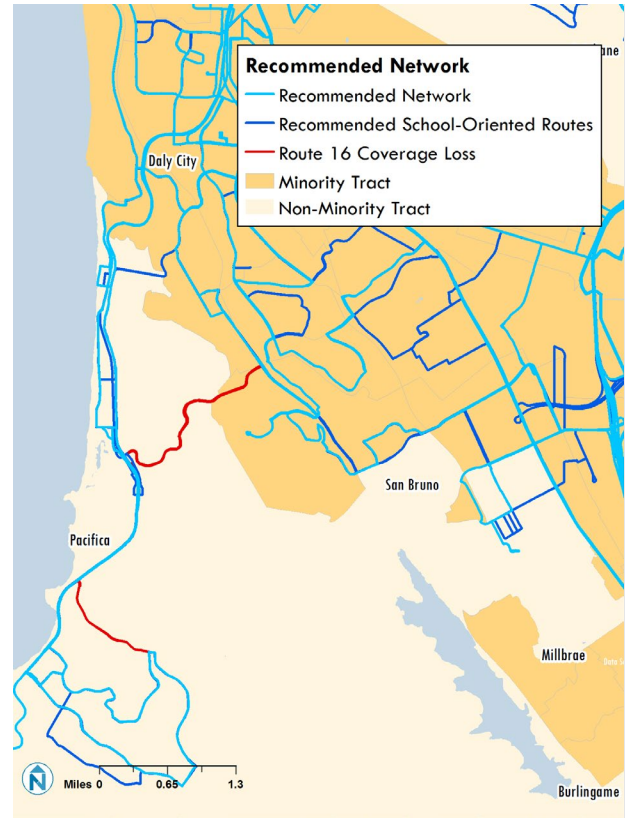


Figure 23 Population within ¼ mile of eliminated segments of Route 16

Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Minority	-2588	-51%
Minority	-2481	-49%
Total	-5069	n/a
Difference between change in non-minority and minority populations:		-2%

No part of the coverage loss resulting from the elimination of Route 16 occurs in low-income tracts, and therefore does not present a disproportionate burden, as shown in Figure 21 and Figure 25.

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Figure 24 Route 16 in Current Network, Low-Income Tract Status

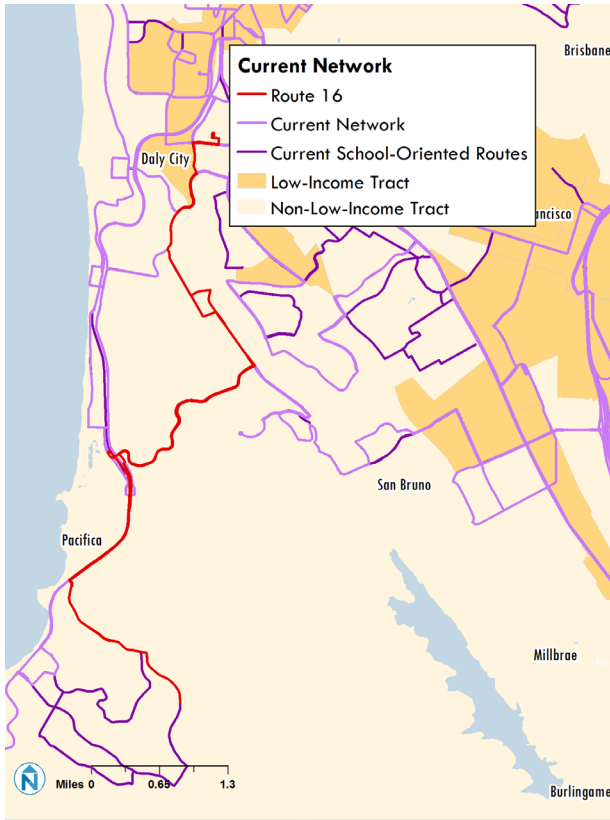


Figure 25 Route 16 Eliminated Segments, Low-Income Tract Status

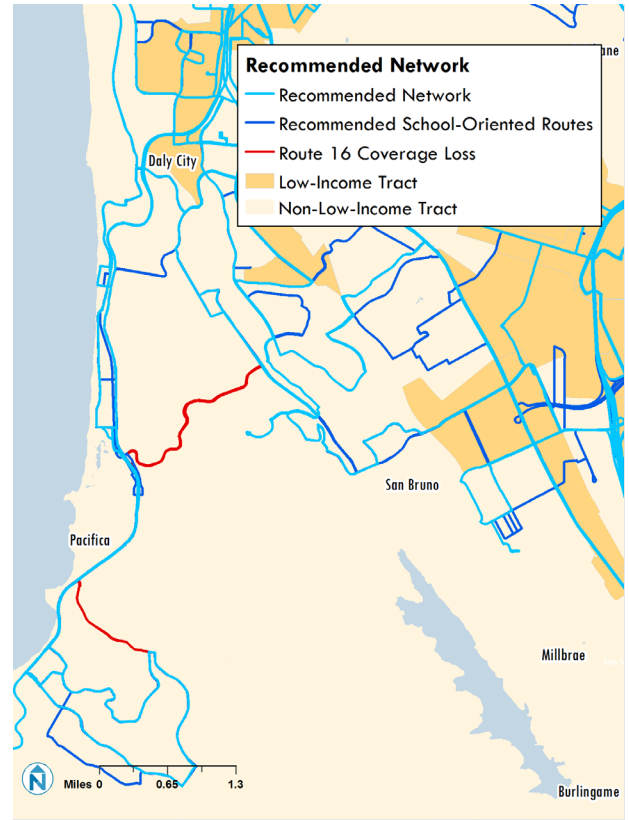


Figure 26 Population within ¼ mile of eliminated segments of Route 16

Tract Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Low-Income	-5069	-100%
Low-Income	0	0%
<i>Total</i>	-5069	<i>n/a</i>
Difference between change in non-minority and minority populations:		-100%

Route 80

Figure 27 shows Route 80 in the current SamTrans network in red, and Figure 28 shows the current Route 80 alignment in the context of the recommended network, highlighting the segments of Route 80 in red that will not be served by any routes in the recommended network in the context of minority tract status. No part of the coverage loss resulting from the elimination of Route 80 occurs in minority tracts, and thus does not impose a disparate impact on minority populations.

Figure 27 Route 80 in Current Network, Minority Tract Status

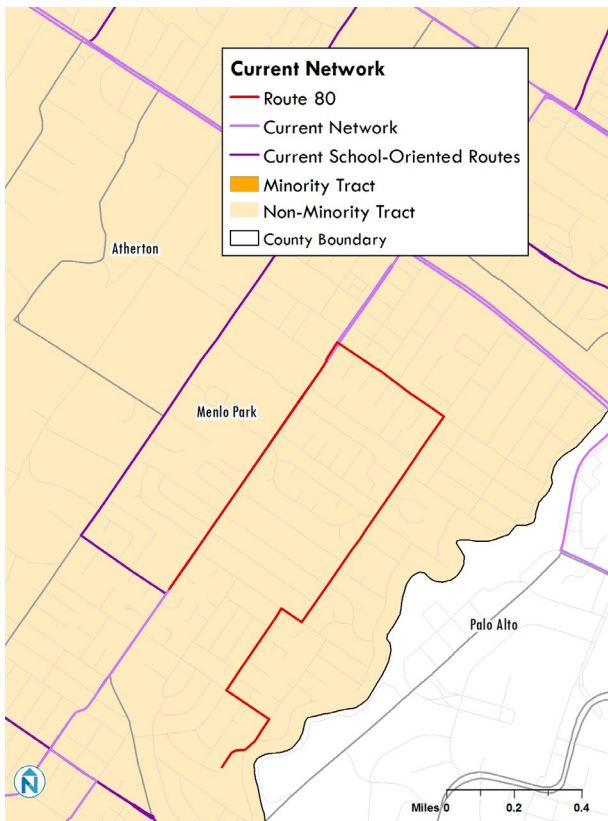


Figure 28 Route 80 Eliminated Segments, Minority Tract Status

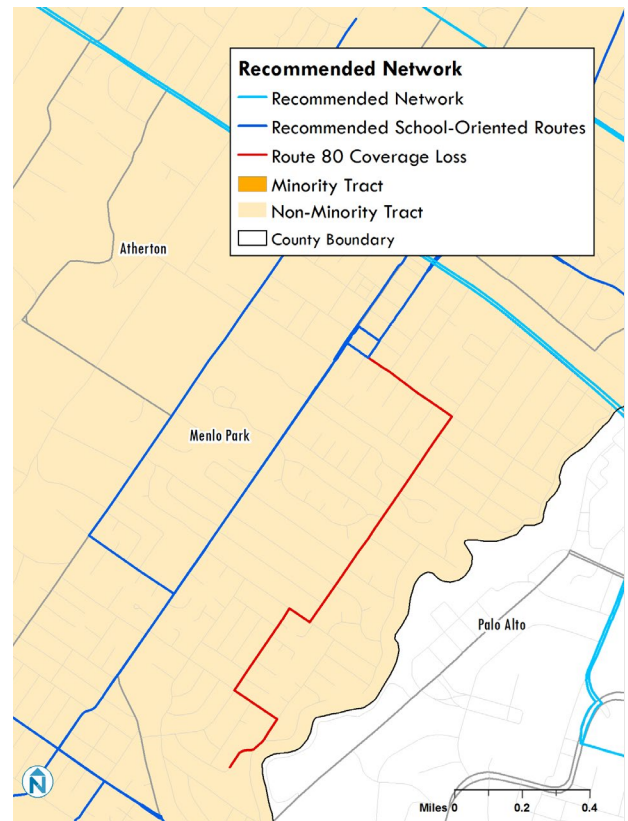


Figure 29 Population within ¼ mile of eliminated segments of Route 80

Tract Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Minority	-6135	-100%
Minority	0	0%
<i>Total</i>	-6135	<i>n/a</i>
Difference between change in non-minority and minority populations:		-100%

Figure shows Route 80 in the current SamTrans network in red, and Figure 31 shows the current Route 80 alignment in the context of the recommended network, highlighting the segments of Route 80 in red that will not be served by any routes in the recommended network in the context of low-income tract status. No part of the coverage loss resulting from the elimination of Route 80 occurs in low-income tracts, and thus does not impose a disproportionate burden on low-income populations.

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Figure 30 Route 80 in Current Network, Low-Income Tract Status

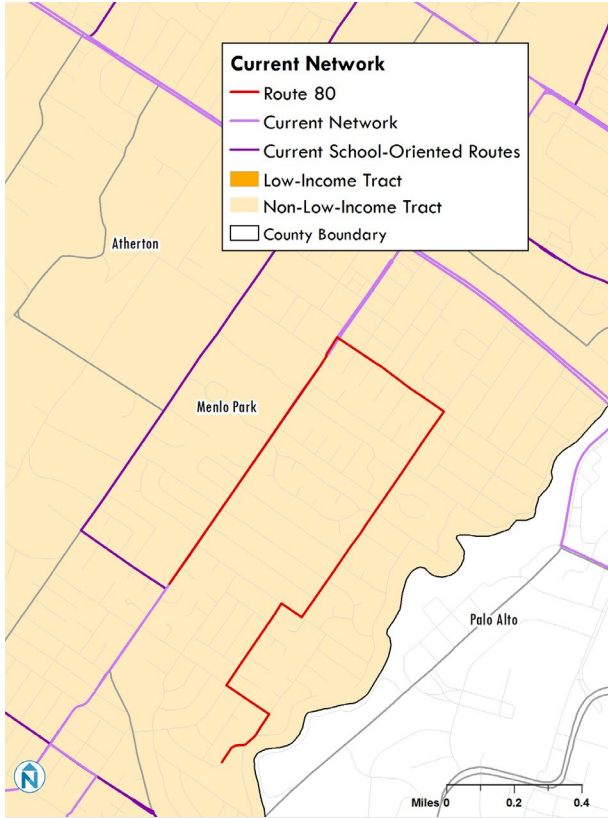


Figure 31 Route 80 Eliminated Segments, Low-Income Tract Status

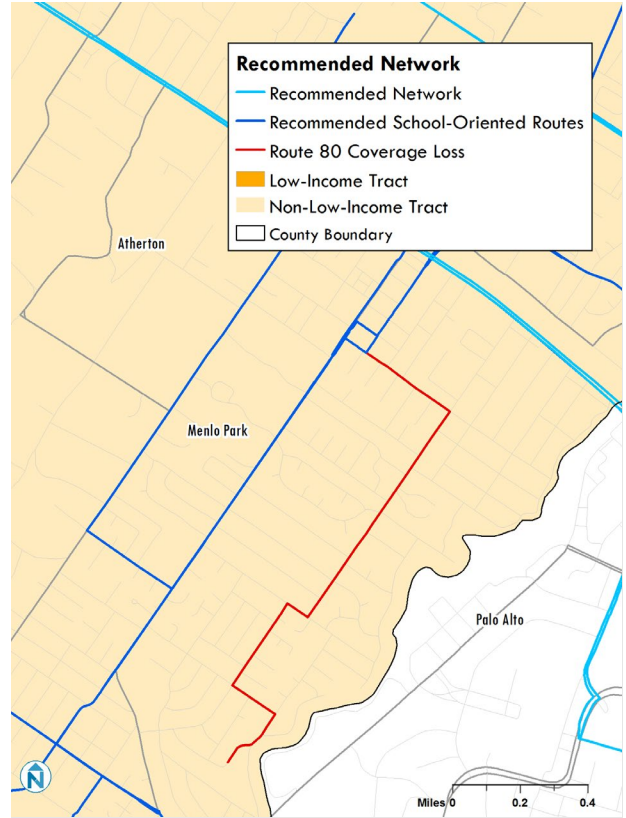


Figure 32 Population within ¼ mile of eliminated segments of Route 80

Tract Designation	Change in Population Served due to Eliminated Segments	Percent of Total Population Losing Service
Non-Low-Income	-6135	-100%
Low-Income	0	0%
<i>Total</i>	-6135	<i>n/a</i>
Difference between change in non-minority and minority populations:		-100%

DEMAND RESPONSE

Two new on-demand zones are recommended in the Reimagine SamTrans Plan. Under FTA Circular 4702.1B, service equity analyses are required for fixed bus routes or when on-demand response is used to replace or reduce fixed-route service. Both on-demand zones contemplated by the proposed service changes are additional services that complement the existing fixed bus route changes analyzed above. No service is being replaced or reduced in these areas.

Both areas show adequate demand and support for this transit investment and, combined with the fixed route service, will increase SamTrans service.

The proposed East Palo Alto On-Demand Zone serves five tracts identified as both low-income and minority. This on-demand zone was identified as a location where the road network and built environment reduce the efficiency of operating traditional transit service, and the introduction of on-demand service is a new benefit to the communities. See Figure 33 and Figure 34.

The Half Moon Bay On-Demand Zone serves four non-minority and non-low-income tracts. This area has long been targeted for alternative service delivery models to traditional transit because of the limited road network along the Coast and the less-dense development patterns, which limits the amount and efficiency of fixed-route transit. See Figure 35 and Figure 36.

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Figure 33 Current East Palo Alto Service

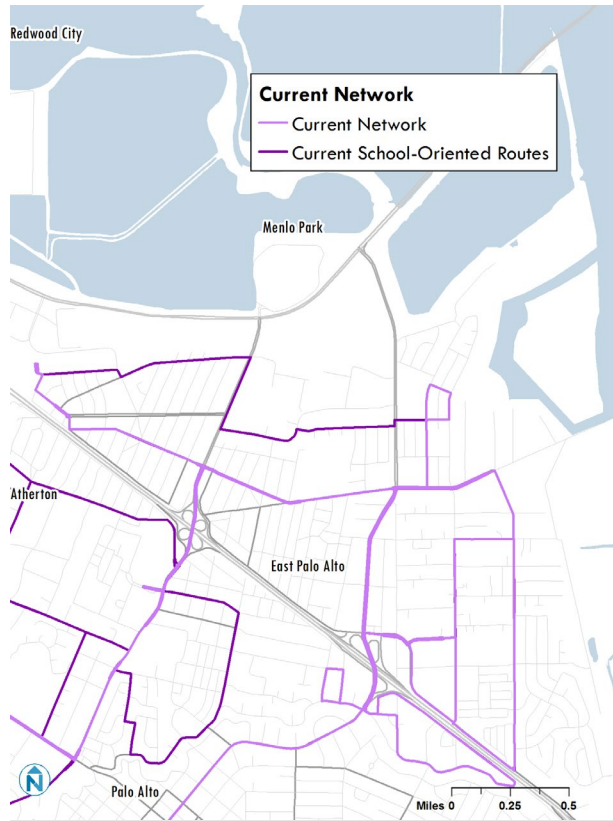


Figure 34 Recommended East Palo Alto Service

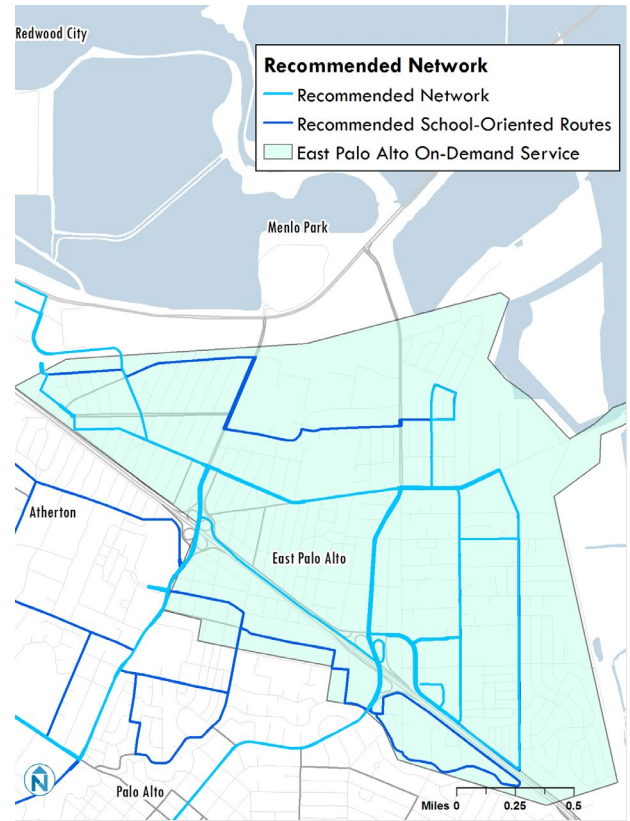


Figure 35 Current Half Moon Bay Service

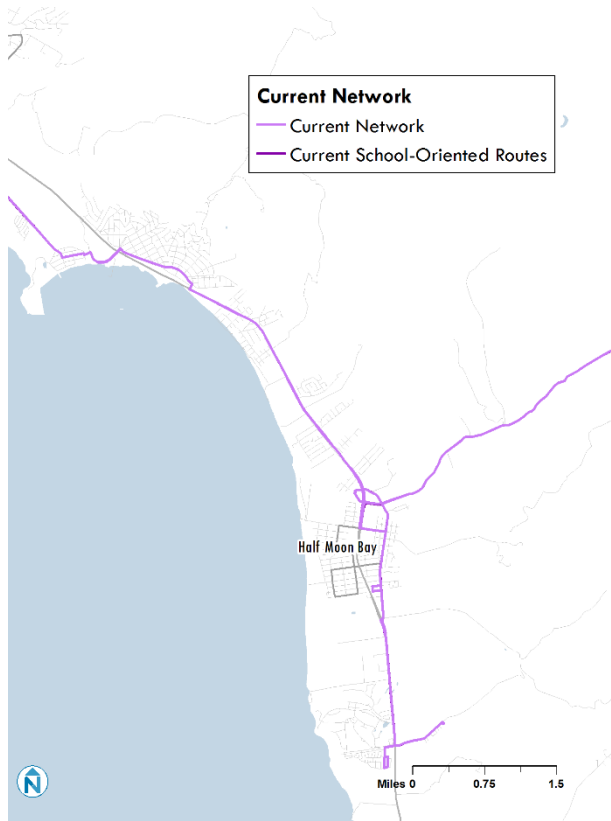


Figure 36 Recommended Half Moon Bay Service



CONCLUSION

Both the Route Categorization and Population-Served analyses showed no evidence of disparate impact or disproportionate burden on minority or low-income communities on a system wide basis or when looking at school-oriented route eliminations and introduction of new on-demand service. Tracts identified as low-income are expected to receive overall service access improvements, while non-low-income tracts show a slight decline in access. Minority tracts are expected to experience an overall decrease in access, but the decrease is smaller than that planned in non-minority tracts. Access decreases are also partially addressed by the presence of new or existing school-oriented routes, which will continue to serve some of the demand on lower-ridership local route segments being removed.

5 PUBLIC OUTREACH

Outreach for Reimagine SamTrans was divided into 3 phases. Phase 1 occurred during the Fall of 2019 with the launch of the project website (including maps, service changes, and a survey) and 56 in-person outreach events. In addition, 3 focus groups were held between September 12 and October 17, 2019, including one Spanish language focus group for riders. The online survey was available in English, Chinese and Spanish.

In March 2020, Reimagine SamTrans temporarily suspended in-person outreach due to social distancing measures and public health concerns arising from the COVID-19 pandemic. The website remained online for public comment and information. Public outreach resumed in March 2021.

Each phase of Reimagine SamTrans outreach was created to address specific goals and objectives. Phase I provided an opportunity for riders, bus operators, and other stakeholders to share preferences and priorities with respect to redesigned transit service. Phase 2 focused on receiving public input on specific network alternatives and Phase 3 presented the new network to the public for review and comment.

A summary of outreach activities is included in Figure 37. A list of outreach events for all phases is located on the Reimagine SamTrans website in the appendices of each phase outreach report.⁵

⁵ <https://www.reimaginesamtrans.com/resources/>

DISSEMINATION OF INFORMATION TO LIMITED ENGLISH PROFICIENT (LEP) PERSONS

As a matter of course, the District's public participation processes offer early and continuous opportunities for the public (including minorities and people with low incomes and limited English proficiency) to be involved in the identification of potential impacts of proposed transportation decisions. Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming language and other barriers that prevent such populations from effective participation in decision-making.

All three phases of the Reimagine SamTran public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. The SamTrans Customer Service Center offered foreign language translation service via in-house translators or the Language Line. Reimagine SamTrans Factsheets, public presentations, and public survey were translated into Spanish and Chinese, and were made available online and at in-person outreach events.⁶ In addition, the Reimagine SamTrans website was available in multiple languages via Google Translate. .

A critical component of Reimagine SamTran's public outreach to LEP individuals was partnerships with local community based organizations that utilized *promotoras* and Spanish-speaking staff to assist with pop-up events. Daly City Partnership, Fair Oaks Community Center, Friends of Old Town and Nuestra Casa supported outreach by organizing and staffing outreach events and helping to collect responses to the project survey. Together, the four CBOs supported 29 outreach events and collected over 500 survey responses. A large portion of the survey response and comments were collected in Spanish.

In light of the pandemic, much of the project outreach was done via online platforms such as Zoom, Instagram and Facebook Live. Phase 2 included 3 Instagram Live events, with an additional Spanish Facebook Live event with community partners. Phase 3 had two Instagram Live sessions, one in English and one in Spanish. Each of the eight Virtual Townhalls during Phase 2 and Phase 3 was provided with interpretation and translated materials. Languages were chosen based on county location. Simultaneous interpretation was offered for attendees and attendees could obtain translated presentations on the website.

North County: Spanish, Cantonese, Mandarin

South County: Spanish, Mandarin, Tongan

Mid-County: Spanish and Mandarin

Coast: Spanish, Mandarin, Cantonese

⁶ <https://www.reimaginesamtrans.com/resources/>

Other multilingual print materials included mailers sent to 125,000 equity priority communities and the project sent 16,600 Spanish language text blasts. Multi-lingual digital and print ads were also placed on bus shelters and on buses, with temporary signs at 200 high-ridership bus stops.⁷ Social media posts on Facebook, Instagram, and Twitter were also utilized. Examples and a full description can be found in the Phase 2 and Phase 3 outreach reports.

Staff also established multiple ways for customers and the public to provide their input: at the community meetings by directing participants to an online comment form in English with translations in Spanish and Chinese,⁸ through the postal service (by mail), by telephone call to the Customer Service Center’s general number or one for those with hearing impairments, or through the unique e-mail address reimagine@samtrans.com.

Figure 37 Outreach Events

Phase	Dates	Virtual Town Halls	In-Person Community Outreach Events	Advisory Group Presentations	Government Official Briefings
Phase 1	September 2019 – January 2020	1	56	-	-
Phase 2	April 5- June 7, 2021	4	21	5	15
Phase 3	October 4 – November 5, 2021	4	16	1	43

PUBLIC HEARING

A Public Hearing was held during the November 3, 2021 SamTrans Board of Directors meeting. According to the SamTrans Public Comment Process, Public Notices were published in English, Spanish, and Chinese (**Attachment 4**) on the following dates:

Figure 38 Public Hearing Notices

Publication	Posting Dates
San Mateo Daily Journal	October 14 and 21
Sing Tao (Chinese language)	October 14 and 21
El Observador (Spanish language)	October 15 and 22

SamTrans staff presented an overview of the project and opened for public comment. (**Attachment 5**).

⁷ <https://www.reimaginesamtrans.com/resources/>

Spanish translation and interpretation services were requested. Sixteen comments were given, with 4 comments in Spanish. The English translated comments are transcribed from the interpreter.

Public Hearing Comments are located in Appendix D and online in the Summary for Phase 3 Report

PUBLIC COMMENTS

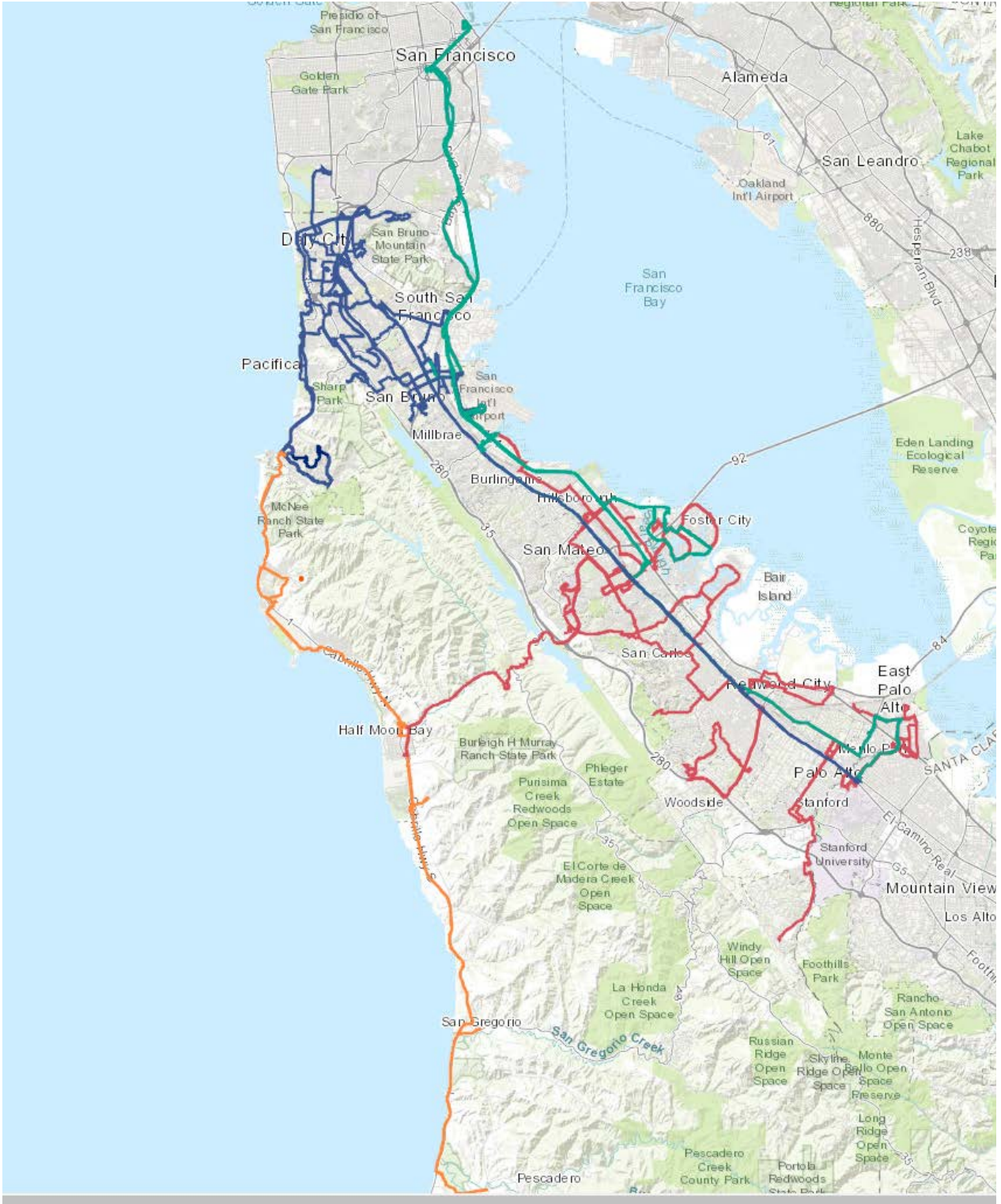
As addressed above, Reimagine SamTrans provided opportunity for Public Comment via the project-specific website, public survey, virtual townhalls, and public outreach events. Throughout all three outreach phases, over 1,000 comments were received from the online comment form. Over 2,000 survey respondents provided feedback on the routes.

Comments are categorized in the Reimagine SamTrans Outreach Activities Summary Reports for each phase.⁹

⁹ <https://www.reimaginesamtrans.com/resources/>

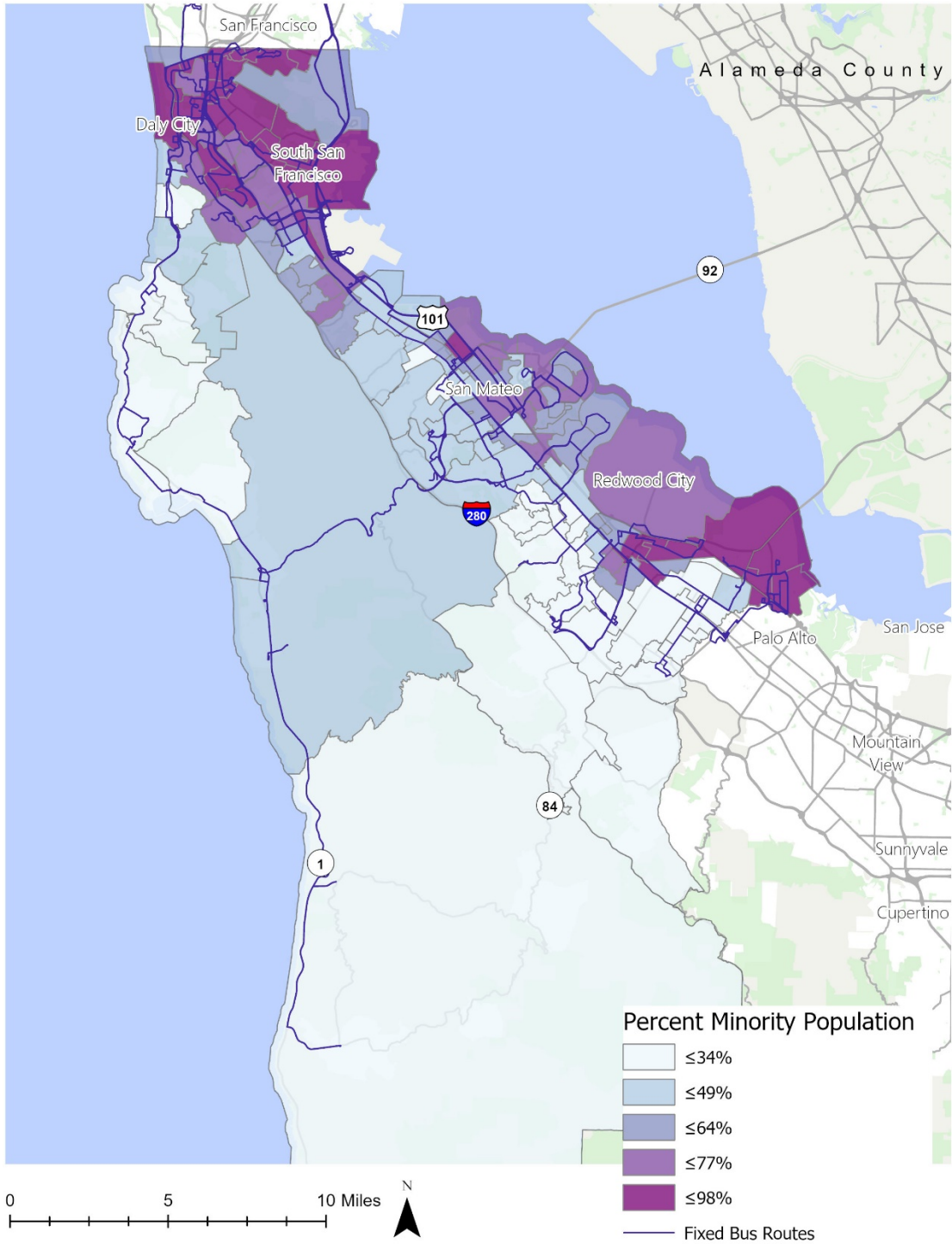
ATTACHMENT 1 – SAMTRANS SYSTEM MAP

SamTrans System Map

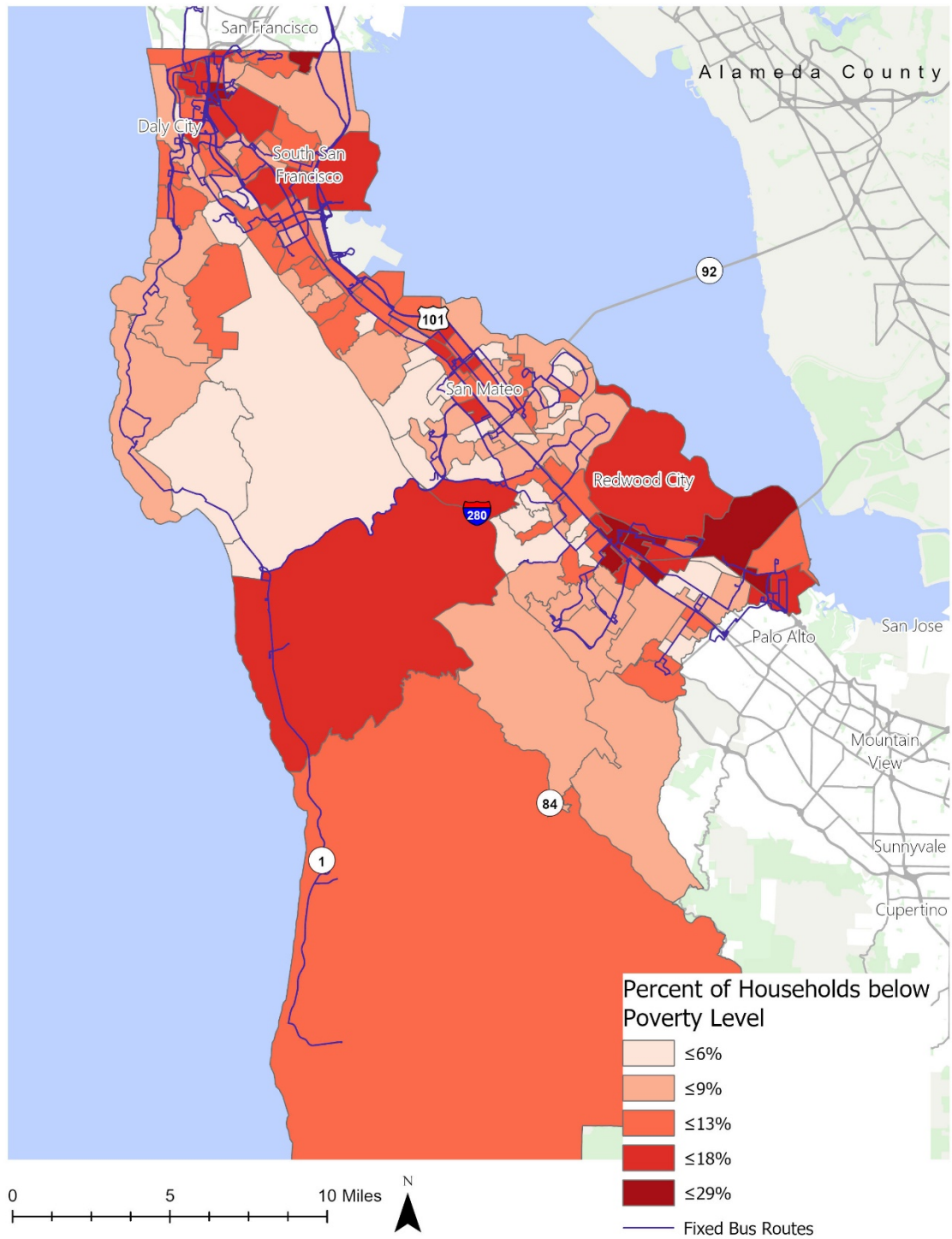


ATTACHMENT 2 – SERVICE AREA DEMOGRAPHICS: MAPS BY COUNTY

Minority Populations by Census Tract



Households below Poverty Level by Census Tract



**ATTACHMENT 3 –
BOARD APPROVAL OF DISPARATE IMPACT AND
DISPROPORTIONATE BURDEN POLICIES**

RESOLUTION NO. 2013-09

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

* * *

ADOPTION OF SYSTEM-WIDE SERVICE STANDARDS AND POLICIES, DEFINITION OF "MAJOR SERVICE CHANGE," AND DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICIES REQUIRED FOR COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

WHEREAS, Title VI of the Civil Rights Act of 1964 requires recipients of Federal grants and other assistance to operate their programs and services without regard to, or discrimination based on, race, color or national origin; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA C 4702.1B, effective October 1, 2012, setting forth requirements and guidelines for Title VI compliance; and

WHEREAS, as set forth in the above-referenced Circular, the Board of Directors is required to adopt System-Wide Service Standards and Policies to guide the equitable distribution of SamTrans programs and services; and

WHEREAS, the San Mateo County Transit District (District) is also required to adopt policies to define when a service change is sufficiently broad or large to necessitate a review of its potential impacts on minority and low-income populations, and to define when a fare change or major service change will have a disparate impact on minority populations or impose a disproportionate burden on low-income populations, all of which policies and definitions are required to be subject to public input; and

WHEREAS, over the past two months, District staff has presented draft policies to this Board and the public in Board meetings and other public meetings, undertaken extensive public outreach and accepted public comment on the policies; and

WHEREAS, the General Manager/CEO recommends the Board approve the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies, which comply with FTA requirements and which will guide future decisions regarding and monitoring of SamTrans' programs and services to ensure they are provided equitably, without discrimination based on race, color or national origin.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the San Mateo County Transit District hereby approves the attached System-Wide Service Standards and Policies, definition of "Major Service Change," and Disparate Impact and Disproportionate Burden policies.

Regularly passed and adopted this 13th day of March, 2013 by the following vote:

AYES: DEAL, GEE, GUILBAULT, HARRIS, KERSTEEN-TUCKER,
LLOYD, MATSUMOTO, TISSIER, GROOM

NOES: NONE

ABSENT: NONE

Carole Groom
Chair, San Mateo County Transit District

ATTEST:

Shantia Martinez
District Secretary

STAFF REPORT ATTACHMENT

SAMTRANS TITLE VI STANDARDS AND POLICIES

Federal Title VI requirements of the Civil Rights Act of 1964 were recently updated by the Federal Transit Administration (FTA) and now require each large public transportation provider's governing board to approve five standards and policies:

- Major Service Change Policy
- Disparate Impact Policy
- Disproportionate Burden Policy
- System-wide Service Standards
- System-wide Service Policies

Staff has developed draft standards and policies and included them within this document for Board review.

The first policy defines "major service change" as a threshold for when an agency will conduct a thorough analysis of the potential effects of service changes on protected populations. For the second and third policies, agencies are required to define thresholds for when they will find that a fare change or major service change will result in a "disparate impact" on the minority population or a "disproportionate burden" on the low-income population. The last two policies define service standards and policies to be used when determining whether service and amenities are distributed equitably to minority and non-minority routes and facilities.

The Major Service Change Policy, Disparate Impact Policy, and Disproportionate Impact Policy are currently going through public review via a series of four public meetings held throughout the county. Information about the Title VI process, complaint procedures, and the proposed standards and policies are available via the SamTrans website as well by calling the customer service phone number or emailing a dedicated email address.

These policies are in draft form and will be revised based on input from the public and the Board. They will be brought back as final proposals for approval by the Board at the March 13 meeting.

PART 1

MAJOR SERVICE CHANGE POLICY

All major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the San Mateo County Transit District Board of Directors for its consideration and included in the SamTrans Title VI Program with a record of action taken by the Board.

A major service change is defined as:

A reduction or increase of 25 percent or more in total vehicle revenue miles in service on any specific route over a one-week period.

The following service changes are exempted:

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

PART 2

DISPARATE IMPACT POLICY

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

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

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

In the course of performing a Title VI Equity Analysis, SamTrans must analyze how the proposed action would impact minority as compared to non-minority populations. In the event the proposed action has a negative impact that affects minorities more than non-minorities with a disparity that exceeds the adopted Disparate Impact Threshold, or that benefits non-minorities more than minorities with a disparity that exceeds the adopted Disparate Impact Threshold, SamTrans must evaluate whether there is an alternative that has a more equitable impact. Otherwise, SamTrans must take measures to mitigate the impact of the proposed action on the affected minority population and demonstrate that a legitimate business purpose cannot otherwise be accomplished and that the proposed change is the least discriminatory alternative.

The Disparate Impact Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by minority populations compared to the same impacts borne by non-minority populations.

PART 3

DISPROPORTIONATE BURDEN POLICY

This policy establishes a threshold for determining whether a given action has a disproportionate burden on low-income populations versus non-low-income populations. The Disproportionate Burden Policy applies only to low-income populations that are not also minority populations. Per FTA Circular 4702.1B:

The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by low-income populations. The disproportionate burden threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by low-income populations as compared to impacts born by non-low-income populations.... The disproportionate burden threshold must be applied uniformly... and cannot be altered until the next [Title VI] program submission.... At the conclusion of the analysis, if the transit provider finds that low-income populations will bear a disproportionate burden of the proposed fare[/service] change, the transit provider should take steps to avoid, minimize, or mitigate impacts where practicable. The transit provider should describe alternatives available to low-income populations affected by the fare[/service] changes.

The SamTrans Disproportionate Burden Threshold to determine if the adverse impacts of a major service change (as defined in the first part of this document) or a fare adjustment is established at 20 percent based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

PART 4

SYSTEMWIDE SERVICE STANDARDS

Pursuant to requirements set forth in The Federal Transit Administration's (FTA) Circular 4702.1B SamTrans must establish and monitor its performance under quantitative Service Standards and qualitative Service Policies. These service standards contained herein are used to develop and maintain efficient and effective fixed-route transit service. In some cases, these standards differ from standards used by SamTrans for other purposes.

The FTA requires all fixed-route transit providers of public transportation to develop quantitative standards for the following indicators. Individual public transportation providers set these standards; therefore, these standards will apply to each individual agency rather than across the entire transit industry:

- A. Vehicle Load
- B. Vehicle Headways
- C. On-time Performance
- D. Service Availability

For the purposes of defining service standards and policies for SamTrans fixed-route service, the agency has split its system into four route categories:

- Coastal: Routes serving the coastal community – from Half Moon Bay to Pacifica, excluding those routes which link Pacifica to Daly City.
- Community: Infrequent, community-specific routes which do not operate during off-peak hours.
- Local: Routes designed to carry passengers between major passenger hubs, employment centers, and residential neighborhoods.
- Multi-city: Routes serving multiple cities, including some offering express or late-night service.
- Mainline: Long-distance routes serving significant portions of the county, generally at higher frequency.

The categories were not developed to, and in fact do not, differentiate routes by minority or income status of the areas or passengers served. The following chart illustrates which routes belong to each category:

Exhibit 1: Routes by Category

Category	Routes
Coastal	14, 16, 17, 294
Community	24, 35, 36, 38, 43, 46, 53, 54, 55, 58, 72, 73, 83, 85
Local	110, 112, 118, 120, 121, 122, 123, 130, 132, 133, 140, 141, 250, 251, 260, 262, 270, 271, 274, 280, 281
Multi-City	295, 296, 297, 359, 397, KX
Mainline	292, 390, 391, ECR

SamTrans also defines service standards differently for peak and off-peak service. "Off-peak" refers to weekday midday and evening service, as well as Saturday, Sunday, and Holiday service.

A. VEHICLE LOAD

Vehicle Load Factor is described as follows by FTA Circular 4702.1B:

Vehicle load can be expressed as the ratio of passengers to the total number of seats on a vehicle. For example, on a 40-seat bus, a vehicle load of 1.3 means all seats are filled and there are approximately 12 standees. A vehicle load standard is generally expressed in terms of peak and off-peak times. Transit providers that operate multiple modes of transit must describe the specific vehicle load standards for peak and off-peak times for each mode of fixed-route transit service (i.e., bus, express bus, bus rapid transit, light rail, heavy rail, commuter rail, passenger ferry, etc., as applicable), as the standard may differ by mode.

SamTrans calculates Vehicle Load Factor by dividing the average peak passenger load on each route by the number of seats on the type of bus typically assigned to that route. Vehicle Load Factor is monitored regularly to ensure customer comfort and to determine whether additional capacity needs to be added to specific trips or routes based on changing demand patterns. Vehicle Load Factor standards are presented in the exhibit below.

Exhibit 2: Vehicle Load Factor Standards

Category	Peak	Off-Peak
Coastal	1.25	1.00
Community	1.50	N/A
Local	1.25	1.00
Multi-City	1.25	1.00
Mainline	1.50	1.25

B. VEHICLE HEADWAY

Vehicle headway is described as follows by FTA Circular 4702.1B:

Vehicle headway is the amount of time between two vehicles traveling in the same direction on a given line or combination of lines. A shorter headway corresponds to more frequent service. Vehicle headways are measured in minutes (e.g., every 15 minutes); service frequency is measured in vehicles per hour (e.g., four buses per hour). Headways and frequency of service are general indications of the level of service provided along a route. Vehicle headway is one component of the amount of travel time expended by a passenger to reach his/her

destination. A vehicle headway standard is generally expressed for peak and off-peak service as an increment of time (e.g., peak: every 15 minutes; and off peak: every 30 minutes). Transit providers may set different vehicle headway standards for different modes of transit service. A vehicle headway standard might establish a minimum frequency of service by area based on population density. For example, service at 15-minute peak headways and 30-minute off-peak headways might be the standard for routes serving the most densely populated portions of the service area, whereas 30-minute peak headways and 45-minute off-peak headways might be the standard in less densely populated areas. Headway standards are also typically related to vehicle load. For example, a service standard might state that vehicle headways will be improved first on routes that exceed the load factor standard or on routes that have the highest load factors.

SamTrans calculates headway by determining the average length of time between buses on each route during peak and off-peak times. In the event a route regularly exceeds Vehicle Load Factor standards, SamTrans will evaluate whether frequency on that route should be adjusted within the confines of existing or expected funding levels. Vehicle headway standards are presented in the exhibit below.

Exhibit 3: Vehicle Headway Standards

Category	Peak	Off-Peak
Coastal	90 minutes	90 minutes
Community	60 minutes	N/A
Local	60 minutes	60 Minutes
Multi-City	60 minutes	60 Minutes
Mainline	30 minutes	60 minutes

C. ON-TIME PERFORMANCE

On-time performance is described as follows by FTA Circular 4702.1B:

On-time performance is a measure of runs completed as scheduled. This criterion first must define what is considered to be "on time." For example, a transit provider may consider it acceptable if a vehicle completes a scheduled run between zero and five minutes late in comparison to the established schedule. On-time performance can be measured against route origins and destinations only, or against origins and destinations as well as specified time points along the route. Some transit providers set an on-time performance standard that prohibits vehicles from running early (i.e., ahead of schedule) while others allow vehicles to run early within a specified window of time (e.g., up to five minutes ahead of schedule). An acceptable level of performance must be defined (expressed as a percentage). The percentage of runs completed system-wide or on a particular route or line within the standard must be calculated and

measured against the level of performance for the system. For example, a transit provider might define on-time performance as 95 percent of all runs system-wide or on a particular route or line completed within the allowed "on-time" window.

A bus is determined to be late if it departs its scheduled "time point" five or more minutes later than the published time. Buses are considered early if they depart from a published time point at any time prior to the scheduled departure. It is SamTrans' goal to be on-time at least 85 percent of the time. On-time performance is tracked and published on a weekly basis and also included within monthly performance reports to the SamTrans Board of Directors. Bus Transportation staff also regularly monitors on-time performance and counsels operators who consistently fail to meet on-time performance standards that are within their control. Discussions with bus operators are also used to identify vehicle scheduling issues which are corrected through service changes three times annually. On-time performance standards are presented in the exhibit below.

Exhibit 4: On-Time Performance Standards

Category	Peak	Off-Peak
Coastal	85 percent	85 percent
Community	85 percent	N/A
Local	85 percent	85 percent
Multi-City	85 percent	85 percent
Mainline	85 percent	85 percent

D. SERVICE AVAILABILITY

Service availability/transit access is described as follows by FTA Circular 4702.1B:

Service availability is a general measure of the distribution of routes within a transit provider's service area. For example, a transit provider might set a service standard to distribute routes such that a specified percentage of all residents in the service area are within a one-quarter mile walk of bus service or a one-half mile walk of rail service. A standard might also indicate the maximum distance between stops or stations. These measures related to coverage and stop/station distances might also vary by population density. For example, in more densely populated areas, the standard for bus stop distance might be a shorter distance than it would be in less densely populated areas, and the percentage of the total population within a one-quarter mile walk of routes or lines might be higher in more densely populated areas than it would be in less densely populated areas. Commuter rail service or passenger ferry service availability standards might include a threshold of residents within a certain driving distance as well as within walking distance of the stations or access to the terminal.

SamTrans' goal is to ensure 70 percent of county residents live within walking distance (i.e., one quarter mile) of a bus stop. SamTrans service is particularly strong in communities with significant minority and low-income populations. Transit access is determined by mapping all active bus stops within the system and then calculating the population (based on 2010 Census data) within one-quarter mile radii of those stops. This information is then compared to the total county population.

PART 5

SYSTEMWIDE SERVICE POLICIES

The FTA requires fixed-route transit providers to develop a policy for each of the following service indicators. Transit providers also may opt to set policies for additional indicators. The following system-wide policies differ from service standards in that they are not necessarily based on meeting a quantitative threshold, but rather qualitative evaluation results:

- A. Vehicle Assignment
- B. Transit Amenities

A. VEHICLE ASSIGNMENT

Vehicle assignment is described as follows by FTA Circular 4702.1B:

Vehicle assignment refers to the process by which transit vehicles are placed into service in depots and on routes throughout the transit provider's system. Policies for vehicle assignment may be based on the age of the vehicle, where age would be a proxy for condition. For example, a transit provider could set a policy to assign vehicles to depots so that the age of the vehicles at each depot does not exceed the system-wide average. The policy could also be based on the type of vehicle. For example, a transit provider may set a policy to assign vehicles with more capacity to routes with higher ridership and/or during peak periods. The policy could also be based on the type of service offered. For example, a transit provider may set a policy to assign specific types of vehicles to express or commuter service. Transit providers deploying vehicles equipped with technology designed to reduce emissions could choose to set a policy for how these vehicles will be deployed throughout the service area.

SamTrans' policy with respect to vehicle assignment is depot-specific. SamTrans currently has four general types of buses in the fleet, all of which are maintained to the same strict standards (whether by the District or its contract operator):

- 29-foot transit coaches
- 35-foot low-floor transit coaches
- 40-foot transit coaches
- 60-foot articulated coaches

All buses have the same level of amenities available to riders. Coaches are distributed among the various depots according to the number of operator runs assigned to each depot. The specific type of vehicle is then chosen by the operator based on the demands of the specific schedules he/she will be operating that day (i.e., shorter buses

are used on routes with tighter turning motions, articulated coaches are used on routes with higher ridership). All 29-foot buses are assigned to Route 17, which operates along the coast and generally has lower ridership and features difficult turning motions at certain points along the route. SamTrans is expecting delivery of new diesel-hybrid coaches in the next several years. Those new buses will be assigned in such a manner to ensure they are distributed equitably among the communities SamTrans serves.

In short, buses are not assigned to specific communities within San Mateo County based on vehicle age or size but rather to serve specific routes that call for them based on the needs of that route. Many of the routes and runs serve multiple communities with diverse populations. Given SamTrans' strict standards with respect to maintenance, age does not serve as a viable proxy for diminished quality.

B. TRANSIT AMENITIES

Transit amenities is described as follows by FTA Circular 4702.1B:

Transit amenities refer to items of comfort, convenience, and safety that are available to the general riding public. Fixed-route transit providers must set a policy to ensure equitable distribution of transit amenities across the system. Transit providers may have different policies for the different modes of service that they provide. Policies in this area address how these amenities are distributed within a transit system, and the manner of their distribution determines whether transit users have equal access to these amenities. This...is not intended to impact funding decisions for transit amenities. Rather, this...applies after a transit provider has decided to fund an amenity.

Transit amenities are distributed on a system-wide basis. Transit amenities include shelters, benches, trash receptacles, and park-and-ride facilities. The location of transit amenities is determined by factors such as ridership, individual requests, staff recommendations, and vendor preference (in the case of shelters which feature advertisements).

Bus Shelters

District policy states that shelters are considered for installation based on the following criteria:

- Stops where more than 200 passengers board each day.
- 75 percent of shelters shall be located in Census Tracts on routes associated within urbanized areas.
- Distribution of shelters county-wide should match the distribution of minority Census tracts.
- Locations for shelters with advertisements are chosen by the vendor based on the visibility and traffic.

District policy also states that all bus shelters shall include trash receptacles and that all stops with shelters and benches be cleaned and have their trash receptacles emptied at least once each week.

Bus Stop Benches

Benches are considered for installation based on the following criteria:

- Stops where more than 200 passengers board each day.
- Distribution of benches county-wide should match the distribution of minority Census tracts.

District policy states that stops with benches shall be cleaned at least once each week.

Trash Receptacles

Trash receptacles are considered for installation based on the following criteria:

- Stops where over 200 passengers board each day.
- Distribution of trash receptacles county-wide should match the distribution of minority Census tracts.

District policy states that trash receptacles shall be emptied at least one each week.

Next Bus Arrival Signage

Electronic signage informing passengers of the predicted arrival of the next bus for a given route can significantly improve the experience for customers. The District's policy with respect to electronic bus arrival signage is to install signage at locations meeting the following criteria:

- The location is a multi-modal transit center.
- The location is served by multiple SamTrans routes.
- Ridership is high at the location.
- Funding is available for installation/maintenance (e.g. from partner agencies).
- Installation is coordinated with other applicable agencies.

If and when SamTrans is in a position to introduce a comprehensive, system-wide electronic signage program, new policies will be developed to ensure equitable siting.

**ATTACHMENT 4:
PUBLIC HEARING ANNOUNCEMENTS AND
TRANSLATIONS**

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PUBLIC HEARING REIMAGINE SAMTRANS - PROPOSED NETWORK CHANGES

The San Mateo County Transit District will consider changes to its SamTrans bus service as part of Reimagine SamTrans at a public hearing to be held November 3, 2021 at 2 p.m. remotely via Zoom, at <https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAWEUpSVUg3L1V5U1RoUXFrdz09> or by entering Webinar ID: 912 7560 6315, Passcode: 064030 in the Zoom app for audio/visual capability, or by calling 1-669-900-9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

The specific timeline for implementing the adopted service changes will be determined at a later date, but will be in phases, beginning in August 2022.

Reimagine SamTrans is a comprehensive in-depth study of the SamTrans bus system, including proposed changes to bus routes and schedules in order to improve system effectiveness, efficiency, reduce duplication of service, and better serve the community.

The service change proposal includes adjustments to the following local routes and services:

1. Frequency/service span/service day adjustments: Routes ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296

2. Service eliminations: FLX Pacifica and Routes SFO, 140, 256, 274, 278, 280, 286, 398

3. Alignment adjustments: Routes ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295

4. Introduction of new services: Routes 124 (Daly City BART to Skyline College); 249 (San Mateo to College of San Mateo), EPX/final route number TBD (East Palo Alto-San Bruno BART); East Palo Alto OnDemand Zone;

Half Moon Bay OnDemand zone

The proposal also includes changes to the following school-focused routes:

1. Frequency/service span adjustments: Eliminate morning trip on Route 85 (Woodside and Portola Valley); eliminate morning trip on Route 87 (Woodside and Portola Valley)

2. Service elimination: Route 80 in Menlo Park

3. Consolidations/alignment adjustments: Route 39 consolidated into revised Route 37 (SSF); Route 55 consolidated into revised Route 53 (City of San Mateo); Route 95 consolidated into revised Route 61 (Belmont, San Carlos and Redwood City); Route 84 consolidated into revised Route 83 (Atherton and Menlo Park)

4. Introduction of new services: Route 40 (former Route 140 school-timed trips in Pacifica and San Bruno); Route 42 (former Route 140 school-timed trips in Pacifica and San Bruno); Route 86 (former Route 286 school timed-trips in Atherton and Portola Valley)

Maps and additional details of the recommended changes are available online at www.reimaginesamtrans.com or by calling the Customer Service at 1-800-660-4287.

The public may offer comments on the proposed changes at the November 3, 2021 Public Hearing or by November 7, 2021 by:

- Submitting a comment at www.reimaginesamtrans.com

- Submitting a comment by email to reimagine@samtrans.com

- U.S. Postal Service: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306

- Phone: 1-800-660-4287 / TTY: 650-508-6448 (hearing impaired)

For translation or interpretation assistance, call SamTrans Customer Service at 1-800-660-4287

at least three days before the meeting.
10/14, 10/21/21
CNS-3520144#
SAN MATEO DAILY JOURNAL



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問題本已多 質疑不斷來 都是錢作怪

加州高鐵應否電氣化 成為議員爭論新焦點

同性結婚第一對 進入加州名人堂

州長紐森和州長夫人珍妮花(Jennifer Siebel Newsom)周二(12日)舉行加州名人堂(California Hall of Fame)入主儀式。6名人主名冊中,包括已故同志權益社運人士、加州首對結婚同性伴侶里昂(Phyllis Lyon)和馬汀(Del Martin)。

當紐森2004年擔任三藩市市長期間,向女同志里昂和馬汀發出首份同性婚姻證書,試圖挑戰加州和全國同性婚姻禁令。這段婚姻在一個月後遭州最高法院以紐森濫用其權力為由頒令無效。但4年後,即2008年,州最高法院推翻同性婚姻禁令。

雖然里昂和馬汀其後再次結婚,但直至2013年加州才正式批准同性婚姻,其後紐森為兩人主持婚禮,成為全州首對正式結婚的同性伴侶,但馬汀婚後兩個月因手臂骨折併發症而去世,里昂則於去年離世。

兩人婚後早已攜手走過逾半世紀,並成為三藩市以至全國知名社運人士爭取同志權益的象徵,被譽為具開創性的多元社群(LGBTQ)領袖。

根據州長辦和加州博物館,入主加州名人堂的名人皆對他們所屬領域作出貢獻,例如藝術、商業、勞工、娛樂、美食與紅酒、文學、音樂、公共服務和體育。

州長伉儷每年選出值得入主名人堂的名人,通常於加州博物館舉行儀式與他們慶祝。受疫情影響,館方今年透過網上展覽和視像公佈入主名人堂名單。

《沙加緬度蜂報》報導,里昂和馬汀是首批死後獲授予入主加州名人堂的名人。今年其餘入主名單包括日裔雕塑家淺輪(Ruth Asawa),創作歌手兼結他手加西亞(Jerry Garcia),勞工組織者伊特隆(Larry Itliong)和拉美裔搖滾歌手瓦倫斯(Richie Valens)。迄今入主加州名人堂人數已有超過130人。 本報訊



加州首對結婚同性伴侶馬汀(左)和里昂2018年6月16日在時任三藩市市長紐森主持下結婚。 美聯社資料圖片

美聯社沙加緬度電

問題不斷的加州高鐵工程近日出現新爭論點,就是通車時速度會否如當初承諾般高速。有州議員質疑高鐵路應否一開始就電氣化,但官員認為非電氣化有違當年對選民的承諾,亦有違加州潔淨運輸的初衷。

膨脹至980億元。高鐵路工程被腰斬還是獲更多資源似乎已成為政治問題,使工程繼續進行卻無長遠規劃。

最新爭論點的重心是何時能夠電氣化。高鐵路官員認為必須電氣化才使列車高速行駛,且正是當初向選民推銷的整個重點。官員希望明年能批出合約進行設計和建造電氣化路軌和系統,並維護30年。

目前規劃是中谷段先通車,乘客接著轉乘另一條火車線前往灣區。高鐵路官員和地方運輸部門打算規劃在默賽設立共構站,讓高鐵路乘客一站轉乘,但共構站尚未獲撥款。

擔任撥款首席談判員的州眾院運輸委員會費德曼(Laura Friedman)質疑一開始全線電氣化是否合理,認為高鐵路經費應更好花費確保在默賽興建共構站,之後有了更多經費才完成電氣化。

但高鐵路官員和支持者認為,任何非電氣化鐵路只會有違當年選民所支持的,亦不會發揮潔淨能源好處。

費德曼建議目前發放25億元,並要求高鐵路官員批出路軌和系統合約前爭取州議會批准。

加州高鐵路工程備受全國關注,被視為美國能否拋棄開車文化追上其他



加州高鐵路支問題多多,州議員將討論焦點轉移到是否電氣化。 美聯社資料圖片

高鐵路國家的測試。柏克萊加大運輸項目專家艾蘭(Ethan Elkind)指,高鐵路理念已因加州高鐵路「有點成為屎房毒藥」,

但認為工程仍有可行性,只是如果不是電氣化,恐危及加州未來取得總統拜登龐大基建計劃資金的能力。

山火造成多大損失 準確數據欠奉

南太浩湖市月前受到「卡多山火」(Caldor Fire)威脅,最終錄零未損,但山火導致愛多拉多縣(El Dorado County)數以千萬元計經濟損失。然而加州現時對統計山火整體代價缺乏統一系統,令官員難以掌握實況助決策。

計損失高達13,000萬元,且保險公司不願賠償。

非牟利新聞網站CalMatters引述初步估計,「卡多山火」對愛多拉多縣經濟造成最少5,030萬元。

專家指出,了解山火所造成的真正代價或可觸發政府和私人機構作出更多雄心壯志的行動。例如有系統地追蹤多年損失數字,或有助決策者研究哪些制火和緩和策略最節省成本。

但迄今為止,加州對每年山火所造成的代價還沒有完全理解。山火造成的

停業,未受保民宅的損毀,生態系統的傷害和山火濃煙所造成的次要健康問題等,通通沒有被追蹤。

加州科學及科技議會首席科學官費奧(Teresa Feo)帶領該議會的2002年加州山火代價報告。她指出,加州目前沒有全州性系統追蹤了解山火代價,只需一個月深入研究這方面便會意識到「你不可能有個數字,現有數據不可能有的」。

根據由雷諾內華達大學(UNR)經濟學家哈里斯(Tom Harris)所做的「卡多山火」經濟影響初步分析,估計愛多拉多縣和內州道格拉斯(Douglas County)合共損失約9,300萬元。但哈里斯指初步金額會太低,因為尚未包含其他方面損失,如居民搬遷造成的經濟活動損失和山火濃煙造成的保健費。

加州自然資源局通訊主任威廉斯(Heather Williams)承認,加州日常沒有一種包含公衛成本或生態損害的方式追蹤或估計山火代價,但她認為隨著更多研究獲撥款,將更可行助州府更好理解山火對經濟和生態影響,使當局繼續按照科學進行決策。 本報訊

州府日常沒有一種包含公衛成本或生態損害的方式追蹤或估計山火代價,但她認為隨著更多研究獲撥款,將更可行助州府更好理解山火對經濟和生態影響,使當局繼續按照科學進行決策。 本報訊

26TH 華埠社區健康同樂日
ANNUAL CHINATOWN COMMUNITY HEALTH FAIR

疫後
健康 HEALTH
安全 SAFETY
WELLNESS
BEYOND COVID

聯合主辦機構:
金門/亞洲婦女服務中心
& NICOS 華人健康服務協會

星期六
二零二一年十月十六日
上午十時至下午三時

二零二一年十月五日開始接受報名
https://bit.ly/3u01101
查詢請致電金門/亞洲婦女服務中心 415-788-7008

免費網上講座
旁聽者免費訓練
流傳網上講座
心理及情緒健康
口腔保健
自我防衛及安全意識
「自我,肯定」
醫生解答健康問題

健康生活資助機構:
蒙特健康-加州太平洋醫療中心
社區發展資助機構:
華人保健計畫-東華醫院 ● 區解康中心
區解康中心
Amie Pacific Face ● 華埠牙科中心 ● Digital Health ● Eric Francis ● Mountain West

公眾聽證會
重塑 SAMTRANS - 服務網絡變更提案

聖馬刁縣交通局將在 2021 年 11 月 3 日下午 2 點通過 Zoom 遠程舉行的公眾聽證會上,審議「重塑 SamTrans」議程中的 SamTrans 巴士服務變更議題,會議網址為 <https://samtrans.zoom.us/j/91275606315?pwd=L09zRlAweUpSVUg3L1V5U1RoUXFRd09>, 或可在 Zoom 應用程序中輸入網絡研討會 ID: 912 7560 6315, 密碼: 064030, 實現音頻/視頻接入, 或致電 1-669-900-9128 (在系統提示參會者 ID 時, 輸入網絡研討會 ID, 然後按 # 鍵), 實現僅音頻接入。

服務變更方案一經採用, 具體實施時間表將在隨後確定, 但將從 2022 年 8 月開始分階段進行。

「重塑 SamTrans」是對 SamTrans 公交系統開展的一項全面深入研究, 包括對公交線路和時刻表的變更提案, 以求提高系統的效力和效率, 減少重複服務, 更好地服務社區。

服務變更提案包括對以下本地線路和服務的調整:

1. 頻率/服務時度/服務日調整: ECR、FCX、17、110、118、120、121、130、141、250、251、260、275、276、281、294、295、296 路
2. 服務撤銷: FLX Pacifica 和 SFO、140、256、274、278、280、286、398 路
3. 路線調整: ECR、FCX、17、110、112、120、121、130、141、250、251、260、275、276、281、292、294、295 路
4. 新服務介紹: 124 路 (Daly City 捷運站至 Skyline College)、249 路 (聖馬刁至聖馬刁學院)、EPX/ 最終路線編號待定 (東帕洛阿爾托至 San Bruno 捷運站); 東帕洛阿爾托按需服務區; 半月灣按需服務區

提案還包括變更以下圍繞學校展開的線路:

1. 頻率/服務時度調整: 取消 85 路 (Woodside 和 Portola Valley) 的早班車; 取消 87 路 (Woodside 和 Portola Valley) 的早班車
2. 服務撤銷: Menlo Park 的 80 路車
3. 合併/路線調整: 39 路併入調整後的 37 路 (SSF); 55 路併入調整後的 53 路 (聖馬刁市); 95 路併入調整後的 61 路 (Belmont、San Carlos 和 Redwood City); 84 路併入調整後的 83 路 (Atherton 和 Menlo Park)
4. 新服務介紹: 40 路 (先前在 Pacifica 和 San Bruno 按學校時間運行的 140 路); 42 路 (先前在 Pacifica 和 San Bruno 按學校時間運行的 140 路); 86 路 (先前在 Atherton 和 Portola Valley 按學校時間運行的 286 路)

變更提案的地圖和其他細節可登錄 www.reimaginesamtrans.com 或致電呼叫中心 1-800-660-4287 查詢。

公眾可在 2021 年 11 月 3 日的公眾聽證會上對變更提案發表意見, 或在 2021 年 11 月 7 日之前:

- 在 www.reimaginesamtrans.com 提交意見建議
- 通過發送電子郵件至 reimagine@samtrans.com 提交意見建議
- 美國郵政服務: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA94070-1306
- 電話: 1-800-660-4287 / 文字電話: 650-508-6448 (聽障專線)

如果需要翻譯或口譯協助, 請在聽證會開始之前至少提前三天撥打 1.800.660.4287 聯繫 SamTrans。

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

EL OBSERVADOR


On the following dates:

10/15/2021, 10/22/2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

27th day of October 2021



IRENE ANDAL
Signature

3520159

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



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AUDIENCIA PÚBLICA

REIMAGINE SAMTRANS: CAMBIOS DE RED PROPUESTOS

El Distrito de tránsito del condado de San Mateo considerará cambios en su servicio de autobús SamTrans como parte de Reimagine SamTrans en una audiencia pública que se llevará a cabo el 3 de noviembre de 2021 a las 2 p.m. de forma remota a través de Zoom, en <https://samtrans.zoom.us/j/91275606315?pwd=L09zRAweUpSVUg3L1V5UjRoLUXFrdz09> o ingresando el ID del seminario web: 912 7560 6315, contraseña: 064030 en la aplicación Zoom para acceder al audio/video, o llamando al 1-669-900-9128 (ingrese el ID del seminario web y presione # cuando se le solicite el ID del participante) solo para audio.

El calendario específico para implementar los cambios de servicio adoptados se determinará en una fecha posterior, pero será en fases, a partir de agosto de 2022.

Reimagine SamTrans es un estudio exhaustivo del sistema de autobuses SamTrans, que incluye cambios propuestos en las rutas y horarios de los autobuses para mejorar la eficacia y la eficiencia del sistema, reducir la duplicación de servicios y brindar un mejor servicio a la comunidad.

La propuesta del cambio de servicio incluye ajustes a las siguientes rutas y servicios locales:

1. Ajustes de frecuencia/intervalo de servicio/día de servicio: Rutas ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296

2. Eliminaciones de servicios: FLX Pacifica y rutas SFO, 140, 256, 274, 278, 280, 286, 398

3. Ajustes de alineación: Rutas ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295

4. Introducción de nuevos servicios: Rutas 124 (Daly City BART hasta Skyline College); 249 (San Mateo a College of San Mateo), EPX/número de ruta final por determinar (East Palo Alto-San Bruno BART); zona bajo demanda de East Palo Alto; zona bajo demanda de Half Moon Bay

La propuesta también incluye cambios en las siguientes rutas enfocadas en la escuela:

1. Ajustes de frecuencia/intervalo de servicio: Eliminar el viaje matutino en la ruta 85 (Woodside y Portola Valley); eliminar el viaje matutino en la ruta 87 (Woodside y Portola Valley)

2. Eliminación del servicio: Ruta 80 en Menlo Park

3. Ajustes de consolidaciones/alineación: Ruta 39 consolidada en ruta 37 revisada (SSF); ruta 55 consolidada en ruta 53 revisada (Ciudad de San Mateo); ruta 95 consolidada en ruta 61 revisada (Belmont, San Carlos y Redwood City); ruta 84 consolidada en ruta 83 revisada (Atherton y Menlo Park)

4. Introducción de nuevos servicios: Ruta 40 (antiguos viajes escolares programados de la ruta 140 en Pacifica y San Bruno); ruta 42 (antiguos viajes escolares programados de la ruta 140 en Pacifica y San Bruno); ruta 86 (antiguos viajes escolares programados de la ruta 286 en Atherton y Portola Valley)

Los mapas y detalles adicionales de los cambios recomendados están disponibles en línea en www.reimaginesamtrans.com o llamando al Customer Service al 1-800-660-4287.

El público puede ofrecer comentarios sobre los cambios propuestos en la audiencia pública del 3 de noviembre de 2021 o antes del 7 de noviembre de 2021 de las siguientes maneras:

- Enviando un comentario en www.reimaginesamtrans.com

- Enviando un comentario por correo electrónico a reimagine@samtrans.com

- Mediante el servicio postal de EE. UU.: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306

- Teléfono: 1-800-660-4287/TTY: 650-508-6448 (con discapacidad auditiva)

Para solicitar servicio de traducción o interpretación, llame a SamTrans Customer Service al 1800.660.4287 al menos tres días antes de la reunión.

10/15, 10/22/21

CNS-3520159#

EL OBSERVADOR

**AUDIENCIA PÚBLICA
REIMAGINE SAMTRANS: CAMBIOS DE RED PROPUESTOS**

El Distrito de tránsito del condado de San Mateo considerará cambios en su servicio de autobuses SamTrans como parte de Reimagine SamTrans en una audiencia pública que se llevará a cabo el 3 de noviembre de 2021 a las 2 p.m. de forma remota a través de Zoom, en <https://samtranszoom.us/j/91275606315?pwd=L09zRlAwZWpSVUg3L1VSUFlRUXhFZD90> o ingresando el ID del seminario web: 912 7560 6315, contraseña: 064030 en la aplicación Zoom para acceder al audio/video, o llamando al 1-669-900-9128 (ingrese el ID del seminario web y presione # cuando se le solicite el ID del participante) solo para audio.

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La propuesta también incluye cambios en las siguientes rutas enfocadas en la escuela:

1. Ajustes de frecuencia/intervento de servicio: Eliminar el viaje matutino en la ruta 85 (Woodside y Portola Valley), eliminar el viaje matutino en la ruta 87 (Woodside y Portola Valley)

2. Eliminación del servicio: Ruta 90 en Menlo Park

3. Ajustes de consolidación/eliminación: Ruta 39 consolidada en ruta 37 revisada (SSF); ruta 55 consolidada en ruta 53 revisada (Cruiser de San Mateo); ruta 95 consolidada en ruta 91 revisada (Belmont, San Carlos y Redwood City); ruta 94 consolidada en ruta 83 revisada (Atherton y Menlo Park)

4. Introducción de nuevos servicios: Ruta 40 (antiguos viajes escolares programados de la ruta 140 en Pacífica y San Bruno); ruta 42 (antiguos viajes escolares programados de la ruta 140 en Pacífica y San Bruno); ruta 86 (antiguos viajes escolares programados de la ruta 285 en Atherton y Portola Valley)

Los mapas y detalles adicionales de los cambios recomendados están disponibles en línea en www.reimagine.samtrans.com o llamando al Customer Service al 1-800-660-4287.

El público puede ofrecer comentarios sobre los cambios propuestos en la audiencia pública del 3 de noviembre de 2021 o antes del 7 de noviembre de 2021 de las siguientes maneras:

- Enviando un comentario en www.reimagine.samtrans.com
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- Mediante el servicio postal de EE.UU.: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
- Teléfono: 1-800-660-4287/TTY: 650-508-6448 (con discapacidad auditiva)

Para solicitar servicio de traducción o interpretación, llame a SamTrans Customer Service al 1-800-660-4287 al menos tres días antes de la reunión.

10/15/2021

CNS-3520159#

EL OBSERVADOR

Immediately looking to hire warehouse workers in a dry food stuff warehouse in Fremont, California. Contact Gayathri@fyvelements.com. Phone no. 917.328.3331. 1 year experience in handling warehouse, lifting heavy weight, and riding forklift. Languages – English/Spanish

who declares as true information which he or she knows to be false is guilty of a crime.)
/s/ Janet Juarez

This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 9/16/2021. Regina Alcomendras, County Clerk/Recorder By: /s/ Regina Alcomendras, Clerk
File No. FBN 678794

October 15, 22, 29, November 5, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679075

The following person(s) is (are) doing business as **KISSED BY THE ORISHAS LLC**, 822 Viceroy Way, San Jose, CA 95133, **Santa Clara County**. This business is owned by a Limited Liability Company. The name and residence address of the registrant(s) is (are): **KISSED BY THE ORISHAS LLC**, 822 Viceroy Way, San Jose, CA 95133. The registrant began transacting business under the fictitious business name(s) listed above on N/A. This filing is a first filing. I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
/s/ Chantal Williams
KISSED BY THE ORISHAS LLC
Founder/CEO
Article / Reg #: 202125910557
Above entity was formed in the state of CA

This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 9/27/2021. Regina Alcomendras, County Clerk/Recorder By: /s/ Corinne Vasquez, Deputy
File No. FBN 679075

FICTITIOUS BUSINESS NAME STATEMENT NO. 678794

The following person(s) is (are) doing business as **Tacos La Esmeralda**, 326 Commercial St, San Jose, CA 95112, **Santa Clara County**. This business is owned by a General Partnership. The name and residence address of the registrant(s) is (are): Janet Juarez, 256 E. Younger Ave, San Jose, CA 95112. Jose Fermin Ramirez, 256 E. Younger Ave, San Jose, CA 95112. The registrant began transacting business under the fictitious business name(s) listed above on 9/07/2021. This filing is a first filing. I declare that all information in this statement is true and correct." (A registrant

October 15, 22, 29, November 5, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679460

The following person(s) is (are) doing business as **XIANGYU CHINESE FOOD COMPANY**, 1530 S De Ana Blvd, San Jose, CA 95129, **Santa Clara County**. This business is owned by an individual. The name and residence address of the

registrant(s) is (are) Zhiyu Lu, 1775 Fickinger Ave, San Jose, CA 95131. The registrant began transacting business under the fictitious business name(s) listed above on 9/28/2021. This filing is a first filing. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
/s/ Zhiyu Lu

This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/06/2021. Regina Alcomendras, County Clerk/Recorder By: /s/ Sandy Chanthasy, Deputy
File No. FBN 679460

October 15, 22, 29, November 5, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679518

The following person(s) is (are) doing business as **Leareoxy Services Cleaning**, 2869 Mcbride Ave, Richmond, CA 94804, **Santa Clara County**. This business is owned by an individual. The name and residence address of the registrant(s) is (are): Edelmir Esteban, 2869 Mcbride Ave, Richmond, CA 94804. The registrant began transacting business under the fictitious business name(s) listed above on 10/08/2021. This filing is a first filing. "I declare that all information in this statement is true and correct." (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)
/s/ Edelmir Esteban
This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/08/2021. Regina Alcomendras, County Clerk/Recorder By: /s/ Sandy Chanthasy, Deputy
File No. FBN 679518

October 15, 22, 29, November 5, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387314

Superior Court of California, County of Santa Clara-In the matter of the application of Joseph

Michael Sanchez. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Joseph Michael Sanchez has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Joseph Michael Sanchez to Joseph Jay Banks b. Kayden Michael Sanchez to Kayden Michael Banks 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 13, 2021
Julie A. Emede
Judge of the Superior Court

October 15, 22, 29, November 5, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387652

Superior Court of California, County of Santa Clara-In the matter of the application of: **Pei Ling Lee**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Pei Ling Lee has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Pei Ling Lee to Amanda Pei Ling Lee 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/8/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 04, 2021
Julie A. Emede
Judge of the Superior Court

October 15, 22, 29, November 5, 2021

AMENDED ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV384393

Superior Court of California, County of Santa Clara-In the matter of the application of: **Abigail Wu**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Abigail Wu has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Abigail Wu to Jing Guo 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/11/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021
Julie A. Emede
Judge of the Superior Court

October 15, 22, 29, November 5, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387688

Superior Court of California, County of Santa Clara-In the matter of the application of: **Leandro Regis Ferreira Magalhaes**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Leandro Regis Ferreira Magalhaes has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Leandro Regis Ferreira Magalhaes to Leandro Magalhaes 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/16/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 13, 2021
Julie A. Emede
Judge of the Superior Court

October 15, 22, 29, November 5, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387652

Superior Court of California, County of Santa Clara-In the matter of the application of: **Pei Ling Lee**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Pei Ling Lee has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Pei Ling Lee to Amanda Pei Ling Lee 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/8/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021
Julie A. Emede
Judge of the Superior Court

October 15, 22, 29, November 5, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387288

Superior Court of California, County of Santa Clara-In the matter of the application of: **Frank Norman Bates, Umid Calvert**. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Frank Norman Bates, Umid Calvert has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Frank Norman Bates to Umid Calvert 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 11/11/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 07, 2021
Julie A. Emede
Judge of the Superior Court

AUDIENCIA PÚBLICA REIMAGINE SAMTRANS: CAMBIOS DE RED PROPUESTOS

El Distrito de tránsito del condado de San Mateo considerará cambios en su servicio de autobuses SamTrans como parte de Reimagine SamTrans en una audiencia pública que se llevará a cabo el 3 de noviembre de 2021 a las 2 p.m. de forma remota a través de Zoom...

El calendario específico para implementar los cambios de servicio adoptados se determinará en una fecha posterior, pero será en fases, a partir de agosto de 2022.

Reimagine SamTrans es un estudio exhaustivo del sistema de autobuses SamTrans, que incluye cambios propuestos en las rutas y horarios de los autobuses para mejorar la eficacia y la eficiencia del sistema, reducir la duplicación de servicios y brindar un mejor servicio a la comunidad.

La propuesta del cambio de servicio incluye ajustes a las siguientes rutas y servicios locales:

- 1. Ajustes de frecuencia/intervalo de servicio: Rutas ECR, FCX, 17, 110, 118, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 294, 295, 296
2. Eliminaciones de servicios: FLX Pacifica y rutas SFO, 40, 256, 274, 278, 280, 286, 338
3. Ajustes de alineación: Rutas ECR, FCX, 17, 110, 112, 120, 121, 130, 141, 250, 251, 260, 275, 276, 281, 292, 294, 295

La propuesta también incluye cambios en las siguientes rutas enfocadas en la escuela:

- 1. Ajustes de frecuencia/intervalo de servicio: Eliminar el viaje matutino en la ruta 85 (Woodside y Portola Valley); eliminar el viaje matutino en la ruta 87 (Woodside y Portola Valley)
2. Eliminación del servicio: Ruta 80 en Menlo Park
3. Ajustes de consolidación/alineación: Ruta 39 consolidada en ruta 37 revisada (SFR); ruta 55 consolidada en ruta 53 revisada (Ciudad de San Mateo); ruta 95 consolidada en ruta 61 revisada (Belmont, San Carlos y Redwood City); ruta 84 consolidada en ruta 83 revisada (Atherton y Menlo Park)

Los mapas y detalles adicionales de los cambios recomendados están disponibles en línea en www.reimagine-samtrans.com o llamando al Customer Service al 1-800-660-4287.

El público puede ofrecer comentarios sobre los cambios propuestos en la audiencia pública del 3 de noviembre de 2021 o antes del 7 de noviembre de 2021 de las siguientes maneras:

- Enviando un comentario en www.reimagine-samtrans.com
- Enviando un comentario por correo electrónico a reimagine@samtrans.com
- Mediante el servicio postal de EE. UU.: SamTrans, c/o District Secretary, P.O. Box 3006, San Carlos, CA 94070-1306
- Teléfono: 1-800-660-4287/TTY: 650-508-6448 (con discapacidad auditiva)

Para solicitar servicio de traducción o interpretación, llame a SamTrans Customer Service al 18006604287 al menos tres días antes de la reunión.

10/15, 10/22/21

CNS-3520159#

EL OBSERVADOR

Buscamos contratar de inmediato a trabajadores de almacén en un almacén de alimentos secos en Fremont, California. Póngase en contacto con Gayathri@fyvelements.com. Teléfono: 917 328 3331. 1 año de experiencia en manejo de almacén, levantando pesos pesados y montacargas. Idiomas: Inglés/Español

Immediately looking to hire warehouse workers in a dry food stuff warehouse in Fremont, California. Contact Gayathri@fyvelements.com. Phone no. 917 328 3331. 1 year experience in handling warehouse, lifting heavy weight, and riding forklift. Languages - English/Spanish

County on 10/19/2021 Regina Alcomendras, County Clerk/Recorder By: /s/ Elaine Fader, Deputy File No. FBN 679709

October 22, 29, November 5, 12, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679572

The following person(s) is (are) doing business as JIREH HANDYMAN, 3940 Cadillac Dr Apt #1, San Jose, CA 95117, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Luis Antonio Torres, 3940 Cadillac Dr Apt #1, San Jose, CA 95117. The registrant began transacting business under the fictitious business name(s) listed above on 10/13/2021. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Luis Antonio Torres This statement was filed with the Co. Clerk/Recorder of Santa Clara County on 10/13/2021

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV388078

Superior Court of California, County of Santa Clara-In the matter of the application of: Thuy Thi Nguyen. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Thuy Thi Nguyen has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Thuy Thi Nguyen to Lucia Nguyen 2. THE COURT ORDERS that all persons interested in this matter appear before the court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/07/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 14, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/18/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 12, 2021 Julie A. Emede Judge of the Superior Court

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV388409

Superior Court of California, County of Santa Clara-In the matter of the application of: Bryan Steven Delgado. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Bryan Steven Delgado has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Bryan Steven Delgado to Voltair Steven Castro 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/04/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 18, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV386576

Superior Court of California, County of Santa Clara-In the matter of the application of: Bradley Allen Arnold. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Bradley Allen Arnold has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Bradley Allen Arnold to Bradley Allen Shipnuck 2. THE COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/25/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 16, 2021 Julie A. Emede Judge of the Superior Court

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV387868

Superior Court of California, County of Santa Clara-In the matter of the application of: Felix Hwan-Hsin Jan. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Felix Hwan-Hsin Jan has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Felix Hwan-Hsin Jan to Hwan-Hsin Jan 2. THE COURT ORDERS that all persons interested in this matter appear before the court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/07/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general

October 22, 29, November 5, 12, 2021

COURT ORDERS that all persons interested in this matter appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. Any person objecting to the name changes described above must file written objection that includes the reasons for the objection at least two court days before the matter is scheduled to be heard and must appear at the hearing to show cause why the petition should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 1/04/2022 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general circulation, printed in the county of Santa Clara. Oct 18, 2021 Julie A. Emede Judge of the Superior Court

SUMMONS (Family Law) (FL-110)

NOTICE TO RESPONDENT (Name): Prince Arbal Rodriguez Libra AVISO AL DEMANDADO (Nombre): You have been sued. Read the information below. Lo han demandado. Lea la información en la página siguiente. Petitioner's name is: Jennifer Jinky Agbayani Labra

October 22, 29, November 5, 12, 2021

SUMMONS (Family Law) (FL-110)

NOTICE TO RESPONDENT (Name): Prince Arbal Rodriguez Libra AVISO AL DEMANDADO (Nombre): You have been sued. Read the information below. Lo han demandado. Lea la información en la página siguiente. Petitioner's name is: Jennifer Jinky Agbayani Labra

October 22, 29, November 5, 12, 2021

Nombre del demandante:

Case Number (Número de caso): 21FL002067

You have 30 calendar days after this Summons and Petition are served on you to file a Response (form FL-120) at the court and have a copy served on the petitioner. A letter, phone call, or court appearance will not protect you.

If you do not file your Response on time, the court may make orders affecting your marriage or domestic partnership, your property, and custody of your children. You may be ordered to pay support and attorney

FICTITIOUS BUSINESS NAME STATEMENT NO. 679795

The following person(s) is (are) doing business as TOPETE'S FAMILY RENTAL, 4943 Zeppelin Dr., San Jose, CA 95111, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Pedro Topete, 4943 Zeppelin Dr., San Jose, CA 95111. The registrant began transacting business under the fictitious business name(s) listed above on 10/17/2021. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which

he or she knows to be false is guilty of a crime.) /s/ Pedro Topete This statement was filed with the Co. Clerk/Recorder of Santa Clara County on 10/20/2021. Regina Alcomendras, County Clerk/Recorder By: /s/ Sancy Chanthasy, Deputy File No. FBN 679795

October 22, 29, November 5, 12, 2021

FICTITIOUS BUSINESS NAME STATEMENT NO. 679709

The following person(s) is (are) doing business as ESTESON CO., GYROS PRODUCTS, 2038 Concourse Drive, Unit B, San Jose, CA 95131, Santa Clara County. This business is owned by a Corporation. The name and residence address of the registrant(s) is (are) ESTESON CORP, 2038 Concourse Drive, Unit B, San Jose, CA 95131. The registrant began transacting business under the fictitious business name(s) listed above on: 01/01/1999. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.) /s/ Jim Tsiboukts, VP ESTESON CORP. Article/Reg.#: C2023792 Above entity was formed in the state of CA. This statement was filed with the Co. Clerk/Recorder of Santa Clara

County on 10/19/2021 Regina Alcomendras, County Clerk/Recorder By: /s/ Elaine Fader, Deputy File No. FBN 679572

October 22, 29, November 5, 12, 2021

ORDER TO SHOW CAUSE FOR CHANGE OF NAME NO. 21CV388078

Superior Court of California, County of Santa Clara-In the matter of the application of: Thuy Thi Nguyen. TO ALL INTERESTED PERSONS: 1. Petitioner(s) Thuy Thi Nguyen has filed a petition for Change of Name with the clerk of this court for a decree changing names as follows: a. Thuy Thi Nguyen to Lucia Nguyen 2. THE COURT ORDERS that all persons interested in this matter appear before the court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted. If no written objection is timely filed, the court may grant the petition without a hearing. NOTICE OF HEARING: Date: 12/07/2021 at 8:45 am, Probate Dept., located at 191 N. First Street, San Jose, CA 95113. 3. A copy of the Order to Show Cause shall be published at least once a week for four successive weeks prior to the date set for hearing on the petition in El Observador, a newspaper of general

October 22, 29, November 5, 12, 2021

**ATTACHMENT 5:
PUBLIC HEARING PRESENTATION**



Reimagine SamTrans Public Hearing

SamTrans Board of Directors

November 3, 2021





Public Hearing

- The Public Hearing provides an opportunity for the public to comment in front of the Board regarding the recommended network changes
- The Public Hearing been noticed in various ways
 - Legal notices in three newspapers at least 15 days prior to today's hearing
 - Onboard SamTrans buses
 - Digital ad campaign
 - During four virtual public meetings
- All comments will be considered and weighed against project goals and outcomes



Reimagine SamTrans: Project Goals

The goals of Reimagine SamTrans are to ...



Improve the experience for existing SamTrans customers

Grow new and more frequent ridership on SamTrans

Build SamTrans efficiency and effectiveness as a mobility provider



Our Guiding Principles



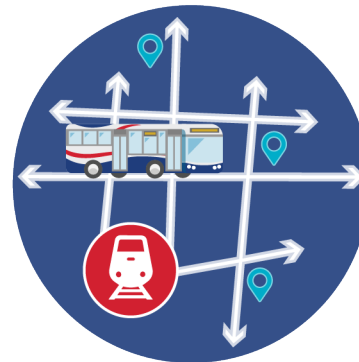
Customer Focus

Employ customer-focused decision-making



Workforce Delivery

Design service that can be reasonably delivered by our workforce



Effective Mobility

Be an effective mobility provider



Social Equity

Provide transportation services that support principles of social equity



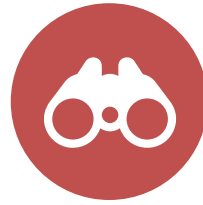
Inputs: Recommended Network



Ridership
and
Productivity



Equity
Need
Analysis



Guiding
Principles



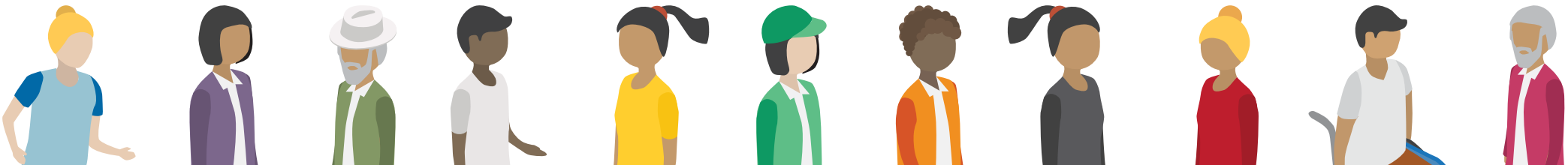
Market
Research



Market
Analysis

Community, Rider and Workforce Input

5





Next Steps

- Analyze the feedback received during Phase 3 outreach, adjust the recommendation if appropriate
- Finalize CEQA analysis
- Complete Title VI report
- Bring service plan, CEQA and Title VI to Board for review and adoption in early 2022