



## **Title VI Fare Equity Analysis**

Express Fare Elimination

November 2023

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

■ **SUMMARY**

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

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

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

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

## ■ BACKGROUND

### SAMTRANS OVERVIEW

SamTrans provides fixed-route bus service, microtransit, as well as complementary ADA and non-ADA paratransit and shuttle services throughout San Mateo County, California. The 446-mile area also includes routes to San Francisco and Palo Alto. Among its diverse service area, SamTrans contains urban, suburban, coastal, and rural landscapes with residents from an array of different backgrounds. As of Fall 2023, SamTrans operates 70 fixed-routes and two microtransit service areas throughout San Mateo County. **Attachment 1** displays a copy of the SamTrans Service Map. **Attachment 2** displays combined minority demographic maps with the minority population broken out by block group using US Census 2017 American Community Survey (ACS) Data. Minority census tracts are defined as those in which the minority population exceeds the systemwide minority average of 61%. **Attachment 2** also contains low-income demographic maps where the service area's low-income population is broken out by block group using ACS data. Low-income block groups are defined under SamTrans's 2022 Title VI Program as those in which more than 17% of households have incomes under \$30,000 – the countywide low-income threshold.

## ■ FARE PROPOSAL

### CURRENT FARES

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

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

#### FARE CATEGORIES

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

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of Motor Vehicles, or a valid transit discount card issued by another California transit agency which is equivalent to the RTC Discount Card.

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**Youth** Available to passengers who are 18 years old or younger. Up to two children aged 4 years or younger may travel free with each Adult or Eligible Discount fare-paying passenger. Additional children are subject to the Youth Fare.

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## FARE TYPES

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**Local One-Way** Available through Clipper, the SamTrans mobile app, cash, Token, or Ticket. Valid on Local service. For customers using Clipper or SamTrans mobile app, ticket includes free transfers on SamTrans Local service for 120 minutes.

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**Local Day Pass** Available through the SamTrans mobile app or cash. When purchased on-board, bus operator issues pass through the farebox. Valid on Local service from the time of activation at the farebox until 2:00 a.m. the next day.

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**Local Monthly Pass** Available through Clipper. Valid on Local service from 12:01 a.m. on the first day of the month for which issued until 2:00 a.m. on the first day of the following month.

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**Summer Youth Pass** Available through the SamTrans mobile app, [www.samtrans.com](http://www.samtrans.com), or advance purchase at the SamTrans Administrative Office in San Carlos. Valid on Local service from 12:01 a.m. on June 1 until August 31. Youth will pay upgrade when riding Express service.

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**Local 31-Day Ticket** Available for pre-purchase through qualified schools and social service agencies pursuant to agreement with the SamTrans Administrative Office. Ticket is valid on Local service from the time of activation at the farebox until 2 a.m. on the 32<sup>nd</sup> day after activation.

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**Youth Unlimited Pass** No cost unlimited-ride pass available to youth who are Socioeconomically Disadvantaged (SED) students, as defined by the California Department of Education. Distributed by the SamTrans Administrative Office to participating school districts and schools.

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**Express One-Way** Available through Clipper, SamTrans mobile app, or cash. For customers using Clipper or SamTrans mobile app, ticket includes free transfers for 120 minutes valid on Express and Local SamTrans services.

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



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

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

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

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

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

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

**PROPOSED FARES**

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

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

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

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

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

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

**Table 4. Proposed SamTrans Fare Table**

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

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

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

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

**Post Clipper Next Generation Fare Structure**

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

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

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

## ■ SAMTRANS TITLE VI POLICIES

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

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

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

### **MAJOR SERVICE CHANGE POLICY**

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

### **DISPARATE IMPACT POLICY**

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

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

*The policy shall establish a threshold for determining when adverse effects of [fare/]service changes are borne disproportionately by minority populations. The disparate impact threshold defines statistically significant disparity and may be presented as a statistical percentage of impacts borne by minority*

*populations compared to impacts borne by non-minority populations. The disparate impact threshold must be applied uniformly...and cannot be altered until the next Title VI Program submission.*

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

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

## **DISPROPORTIONATE BURDEN POLICY**

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

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

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

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

populations. In the event the proposed action has a negative impact that affects low-income more than non-low-income with a disparity that exceeds the adopted Disproportionate Burden Threshold, or that benefits non-low-income populations more than low-income populations with a disparity that exceeds the adopted Disproportionate Burden Threshold, SamTrans must then evaluate whether there is an alternative that has a more equitable impact. Otherwise, SamTrans must take measures to mitigate the impact of the proposed action on the affected low-income population, demonstrate that a legitimate business purpose cannot otherwise be accomplished, and that the proposed change is the least discriminatory alternative.

SamTrans's Disproportionate Burden Threshold to determine if adverse impacts of a major service change (as defined in the Major Service Change Policy) or a fare adjustment is borne disproportionately by low-income populations is established at 20 percent, based on the cumulative impact of the proposed service and/or fare changes. This threshold applies to the difference of the impacts borne by low-income populations compared to the same impacts borne by non-low-income populations.

## **PUBLIC ENGAGEMENT FOR POLICY DEVELOPMENT**

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

The community meetings were held:

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

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

More information regarding SamTrans's Title VI policies and standards can be found here: [www.samtrans.com/riders-info/title-vi](http://www.samtrans.com/riders-info/title-vi)



## ■ EQUITY EVALUATION OF PROPOSED CHANGES

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

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

### FARE EQUITY METHODOLOGY OVERVIEW

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

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

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

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

1. Determine data sources.

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

## **POTENTIAL ADVERSE EFFECTS**

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

## DATA USE AND ANALYSIS

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

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

### Data Assumptions:

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

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

## **ANALYSIS METHODOLOGY**

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

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

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

## **AVERAGE FARE ANALYSIS**

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

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

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

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

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

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

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

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

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

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

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

## FARE EQUITY ANALYSIS FINDINGS

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

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

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

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

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

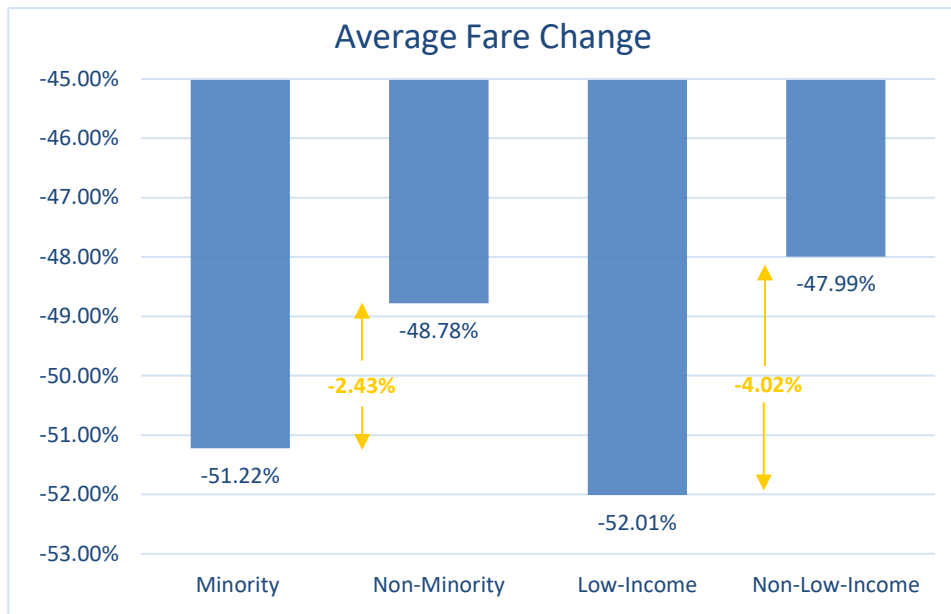
**Table 8. Comparison of Average Fare Change: Low-Income vs. Non-Low-Income**

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

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

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

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



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

## ■ PUBLIC OUTREACH AND INVOLVEMENT ACTIVITIES

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

FTA Circular 4702.1B requires transit agencies to seek public input before Board approval for Major Service Changes or Fare Changes. SamTrans' public participation process offers early and continuous opportunities for the public, including minorities and people with low incomes, to be involved in the identification of potential impacts of proposed transportation decisions. Efforts to involve minority and low-income populations include both comprehensive measures and measures targeted at overcoming language and other barriers that prevent such populations from effective participation in decision-making.

SamTrans staff began posting public notices in October 2023 regarding a virtual Public Meeting and Public Hearing held to receive public comments on the proposed fare changes. **(Attachment 8)** SamTrans's public notice was posted on SamTrans' website fare page ([www.samtrans.com/fares](http://www.samtrans.com/fares)), printed on take-ones on board buses, and published in five regional newspapers. **(Attachment 9)** Public notices ran in three English newspapers (The San Francisco Chronicle, San Mateo Daily Journal, The Mercury News), one Spanish newspaper (El Observador), and one Chinese newspaper (Sing Tao).

SamTrans' public participation process included measures to disseminate information on the proposed service changes to Limited English Proficient (LEP) persons, as well as at public hearings and meetings. In addition to placement of translated notices, Take-ones on buses, social media, and website notices were translated into Spanish and Chinese. The SamTrans Customer Service Center offers foreign language translation service via Language Line for customers who speak languages other than Spanish, Chinese, and English.

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

### PUBLIC OUTREACH

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



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

A Public Hearing was held on December 6, 2023 before the SamTrans Board Meeting. There were no public comments at the hearing.

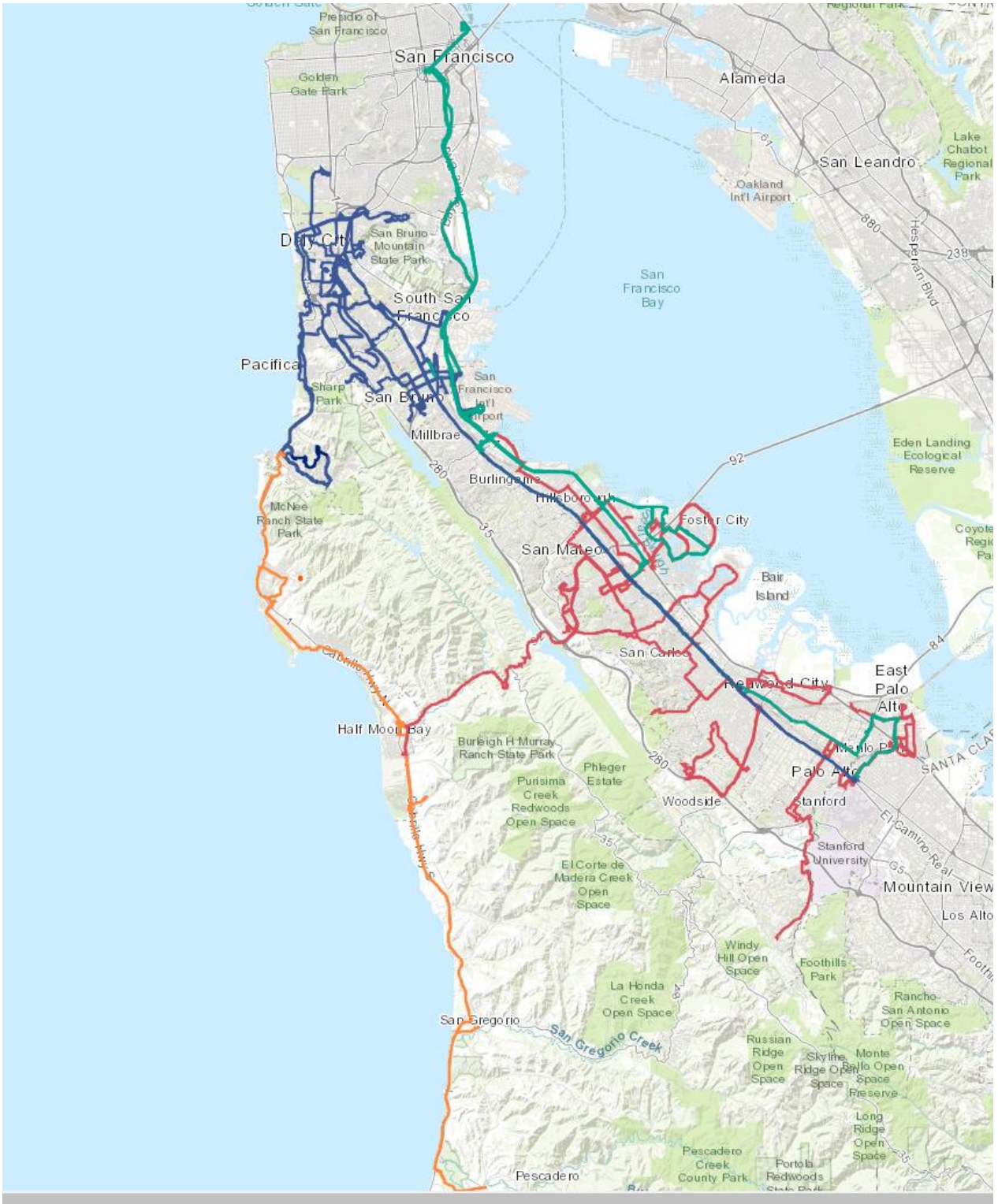
## **PUBLIC COMMENTS**

### **Summary of Comments**

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

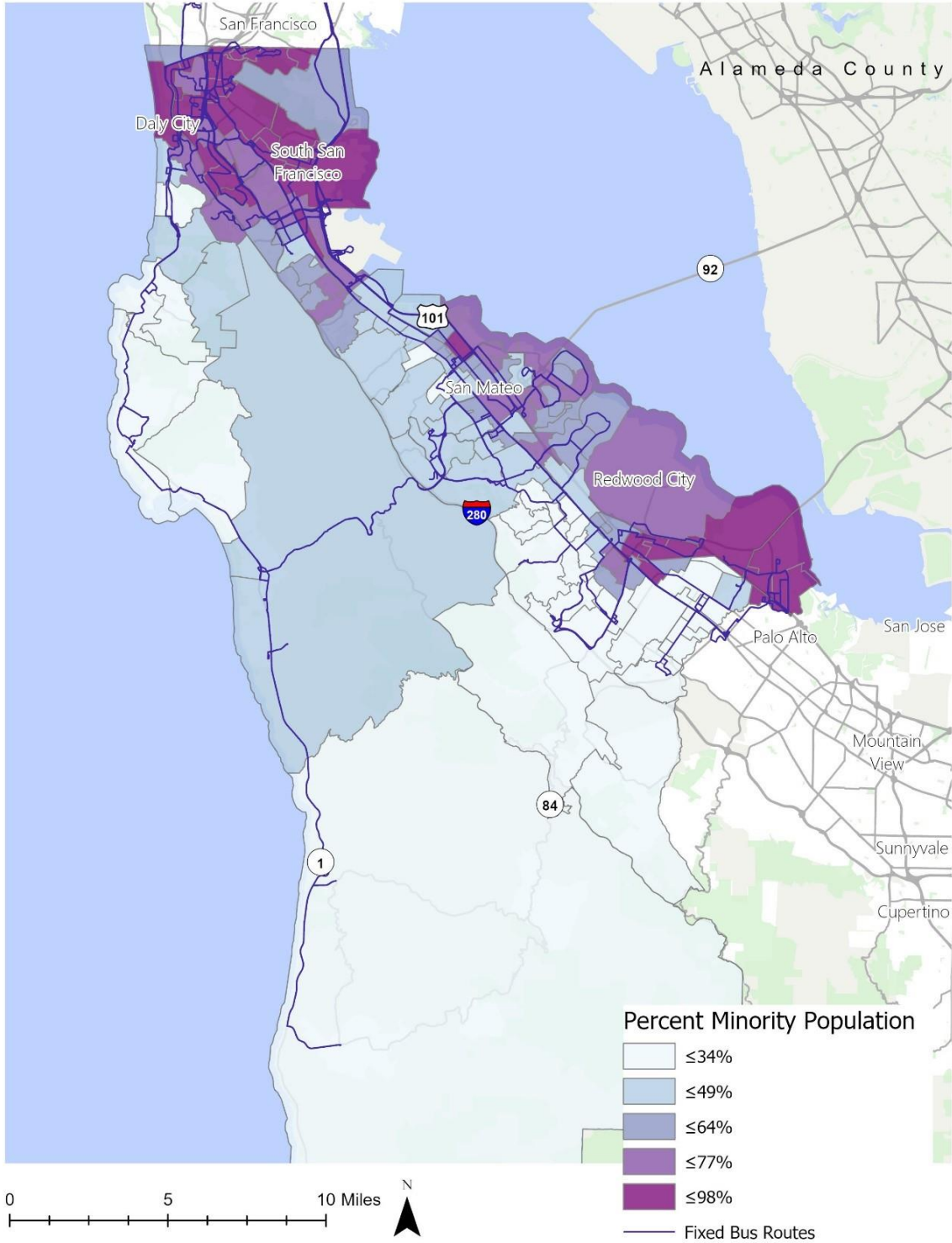
# **ATTACHMENT 1 – SAMTRANS SYSTEM MAP**

# SamTrans System Map

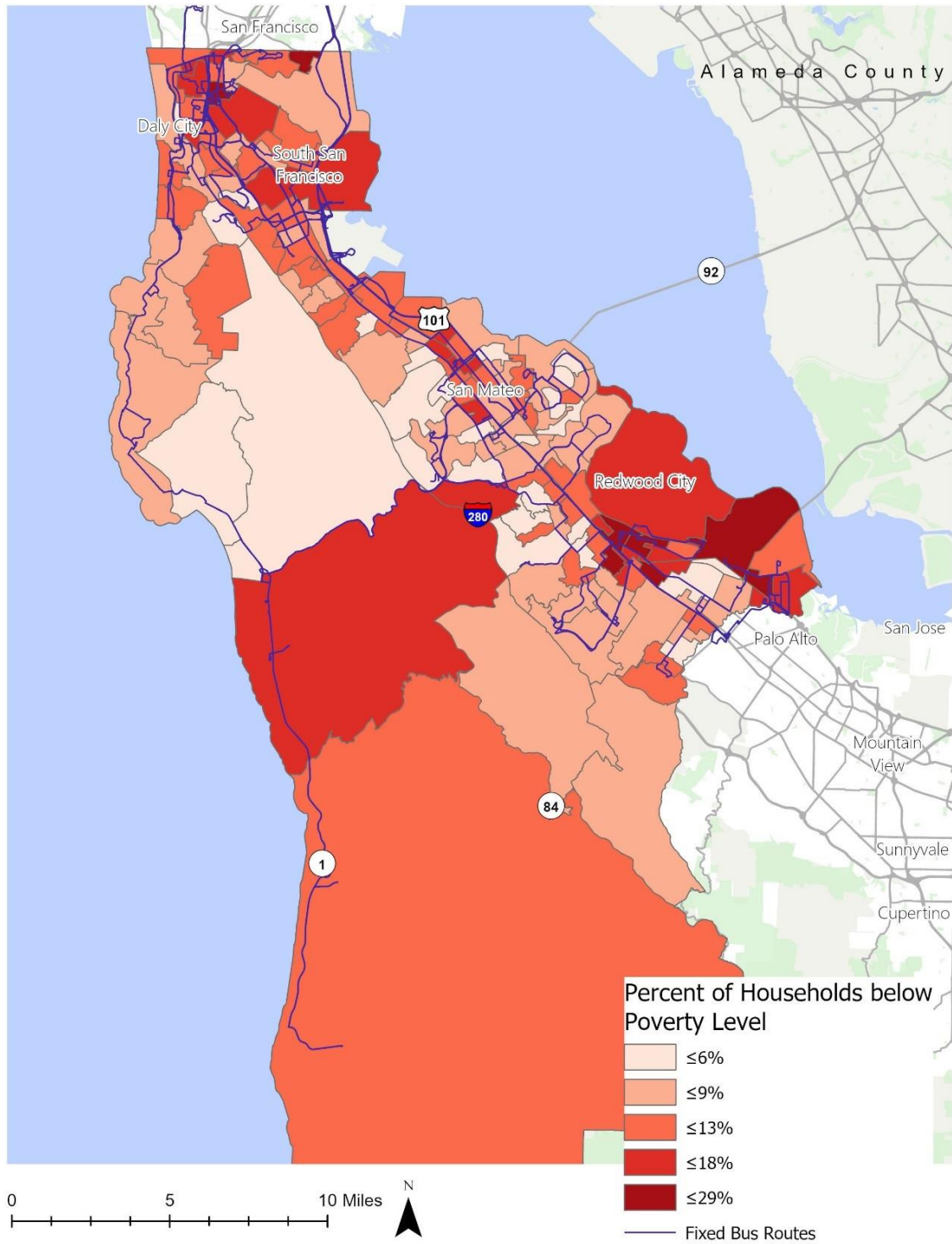


# **ATTACHMENT 2 – SERVICE AREA DEMOGRAPHICS: MINORITY AND LOW-INCOME POPULATIONS IN SAN MATEO COUNTY**

# Minority Populations by Census Tract



# Households below Poverty Level by Census Tract



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

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

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

**I. FARE PRICES**

**Fixed-route Service**

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

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

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



**Other Products**

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

**Demand Response Services**

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

**Parking**

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

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

### A. Fare Types:

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

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

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

**B. Fare Categories:**

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

**C. Waived Fares.**

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

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

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

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

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

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

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

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

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

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

**IV. FARE PAYMENT**

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

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

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

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

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

## **V. SERVICE CLASSIFICATIONS**

### **A. Local Service**

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

### **B. Express Service**

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

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

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

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

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

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

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

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

**D. Ride Plus microtransit Service**

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

**VI. PARKING**

**A. Fees**

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

**B. Restrictions**

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

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



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

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

**Fare Structure**

**I. FARE PRICES**

**Fixed-route Service**

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

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

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

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

**Other Products**

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

**Demand Response Services**

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

**Parking**

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

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

### A. Fare Types:

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

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

## **B. Fare Categories:**

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

## **C. Waived Fares.**

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

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

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

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

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

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

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

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

#### IV. FARE PAYMENT

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

## F. Inter-agency Transfers

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

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

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

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

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

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

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

Passes and Tickets are not subject to refund or replacement.

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

## V. SERVICE CLASSIFICATIONS

### A. **Local Service**

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

### B. **Express Service**

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

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

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

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

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



**VI. PARKING**

**A. Fees**

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

**B. Restrictions**

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

Adopted – May 26, 1976

Last Revised July 6, 2022

Proposed for Revision December 6, 2023

Proposed to be Effective upon activation of Clipper® Next Generation

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

**VII. FARE PRICES**

**Fixed-route Service**

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

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

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

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

**Other Products**

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

**Demand Response Services**

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

**Parking**

Daily Parking at Colma Park and Ride	Cash, credit/debit card	\$3.00
Monthly Parking at Colma Park and Ride	<a href="http://www.samtrans.com">www.samtrans.com</a> , SamTrans Administrative Office	\$63.00

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

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

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

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

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

**B. Fare Categories:**

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

**C. Waived Fares.**

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

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

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

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

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

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

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

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

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

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



## X. FARE PAYMENT

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

**F. Inter-agency Transfers**

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

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

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

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

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

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

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

Passes and Tickets are not subject to refund or replacement.

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

## XI. SERVICE CLASSIFICATIONS

### A. **Local Service**

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

### B. **Express Service**

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

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

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

**D. Ride Plus Microtransit Service**

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

## **XII. PARKING**

### **A. Fees**

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

### **B. Restrictions**

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

**ATTACHMENT 5 –  
SAMTRANS BOARD APPROVAL OF DISPARATE  
IMPACT AND DISPROPORTIONATE BURDEN  
POLICIES**

**RESOLUTION NO. 2013 –09**

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

**\* \* \***

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

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

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

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

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

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

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

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

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

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

NOES: NONE

ABSENT: NONE

Carole Groom  
Chair, San Mateo County Transit District

ATTEST:

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

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

### **Bus Stop Benches**

Benches are considered for installation based on the following criteria:

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

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

### **Trash Receptacles**

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

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

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

### **Next Bus Arrival Signage**

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

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

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

# **ATTACHMENT 6 – GFI GENFARE FAREBOX RIDERSHIP FARE STRUCTURE DEFINITIONS**

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

**Ridership Fare Structure Definition**

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

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

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

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

**Search Criteria:**

Location: 1, 2, 3, 4

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

## Summary of Average Fare Change Analysis

		FY24 Current		FY24 (Eff. 1/1/2024) Express Category Eliminated																																															
		Cost			FY24 Change								Survey Usage by Group (Approximate)												Usage by Group - 2022 GFI Annual Ridership												Average Fare Change					Cumulative Annual Current Fare				Cumulative Annual Proposed Fare					
Category	Fare Category	Fare Type	Payment Option	Existing	Unit Existing	FY24 Proposed*	Unit Proposed	Absolute	Percent	Minority	Non-Minority	Low-Income	Non-Low-Income	Overall	Minority %	Minority Number	Non-Minority %	Non-Minority Number	Low-Income %	Low-Income Number	Non-Low-Income %	Non-Low-Income Number	Overall %	Total 2022 GFI Ridership	Minority	Non-Minority	Low-Income	Non-Low-Income	Total	Minority	Non-Minority	Low-Income	Non-Low-Income	Minority	Non-Minority	Low-Income	Non-Low-Income	Minority	Non-Minority	Low-Income	Non-Low-Income										
Adult	Express	One-Way	Cash, Mobile	\$4.00	\$4.00	\$2.25	\$2.25	-\$1.75	-43%	86	40	101	25	126	88.48%	1,125	75.76%	523	87.22%	1,321	73.10%	377	84.05%	1,649	1,649	-\$2,530.23	-\$1,177.84	-\$2,973.09	-\$735.20	-\$3,710.25	\$5,060.46	\$2,355.68	\$5,946.18	\$1,470.39	\$2,530.23	\$1,177.84	\$2,973.09	\$735.20	\$3,608.29	\$1,470.39	\$2,530.23	\$1,177.84	\$2,973.09	\$735.20							
			Clipper	\$4.00	\$4.00	\$2.05	\$2.05	-\$1.95	-49%	3	5	6	2	8	3.05%	39	9.47%	65	5.18%	78	5.85%	26	5.30%	104	104	-\$76.50	-\$127.60	-\$153.07	-\$50.97	-\$200.80	\$156.91	\$261.74	\$318.99	\$104.56	\$80.42	\$134.14	\$160.92	\$53.99													
Youth	Express	One-Way	Monthly Pass	\$130.00	\$4.33	\$65.60	\$2.18	-\$12.15	-50%	1	0	1	0	0	1.03%	13	0.00%	0	0.86%	13	0.00%	0	8.77%	39	2.29%	45	45	-\$28.16	\$0.00	-\$28.17	\$0.00	-\$4.31	\$56.66	\$0.00	\$56.66	\$0.00	\$28.51	\$0.00	\$28.52	\$0.00	\$0.00	\$0.00	\$28.52	\$0.00							
			Cash, Mobile	\$2.25	\$2.25	\$1.10	\$1.10	-\$1.15	-51%	2	1	0	3	3	2.06%	26	1.89%	13	0.00%	0	8.77%	39	2.29%	45	45	-\$30.08	-\$15.05	\$0.00	-\$45.09	-\$51.75	\$58.84	\$28.45	\$0.00	\$88.22	\$28.77	\$14.40	\$0.00	\$43.13													
Eligible Discount	Express	One-Way	Clipper	\$2.00	\$2.00	\$1.00	\$1.00	-\$1.00	-50%	0	0	0	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.15%	3	3	\$0.00	\$0.00	\$0.00	\$0.00	-\$3.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00									
			Cash, Mobile	\$2.25	\$2.25	\$1.10	\$1.10	-\$1.15	-51%	4	3	4	3	7	4.12%	52	5.68%	39	3.45%	52	8.77%	39	4.98%	52	8.77%	39	4.98%	97	97	-\$80.15	-\$45.15	-\$80.18	-\$45.09	-\$111.35	\$117.69	\$88.94	\$117.75	\$88.22	\$57.53	\$45.19	\$57.56	\$45.13									
<b>Total</b>										<b>97</b>	<b>53</b>	<b>116</b>	<b>34</b>	<b>150</b>	<b>99.79%</b>	<b>1,271</b>	<b>100.38%</b>	<b>691</b>	<b>100.17%</b>	<b>1,515</b>	<b>99.42%</b>	<b>447</b>	<b>100.00%</b>	<b>1,962</b>	<b>1,962</b>	<b>-\$2,738.19</b>	<b>-\$1,417.99</b>	<b>-\$3,266.84</b>	<b>-\$889.43</b>	<b>-\$4,145.66</b>	<b>\$5,476.72</b>	<b>\$2,839.91</b>	<b>\$6,539.27</b>	<b>\$1,777.54</b>	<b>\$2,738.53</b>	<b>\$1,421.92</b>	<b>\$3,272.43</b>	<b>\$888.12</b>													
Group Breakdown % from Remis										64.80%	35.20%	77.20%	22.80%																																						
																											Minority	Non-Minority	Low-Income	Non-Low-Income	Total	\$4.11	\$4.11	\$4.32	\$3.98	\$2.15	\$2.06	\$2.16	\$1.99												
																											<b>Average Fare Change</b>					-\$2.15	-\$2.05	-\$2.16	-\$1.99	-\$2.11															
																											<b>Percent Change in Average Fare</b>					-51.22%	-48.78%	-52.01%	-47.99%																
																											<b>Difference between Protected Class and Non-Protected</b>					-2.43%			-4.02%																
																											<b>Disparate Impact or Disproportionate Burden (20%)</b>					Minority	No	Low-Income	No																

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

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



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

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

To be implemented on 1/1/2024:

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

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

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

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

**Public Meeting**

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

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

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

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

**Public Hearing**

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

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

**Zoom Info:**

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

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

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

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

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

**Board Secretary**

**San Mateo County Transit District**

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

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

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

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

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

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

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

Lo siguiente se aplicará el 1 de enero de 2024:

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

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

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

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

**Reunión pública**

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

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

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

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

**Audiencia pública**

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

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

**Información para comunicarse por Zoom:**

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3aBrNUxVbGNmQT09>

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

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

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

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

**Board Secretary**

**San Mateo County Transit District**

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

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

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

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

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

**SamTrans：董事會  
公聽會及會議通知  
擬議車費變動**

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

將於 2024 年 1 月 1 日實施：

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

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

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

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

**公開會議**

**2023 年 10 月 30 日下午 5:30**

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

**網絡研討會 ID/會議 ID 880 7852 3828**

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

**公聽會**

**2023 年 12 月 6 日星期三下午 2 點**

*（或在本事項聽證後立即舉行）*

**Zoom 資訊：**

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

**網絡研討會/會議 ID：876 0982 4114**

**密碼：519746**（在 Zoom 應用程式內以音訊/視像方式參與）

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

在聽證會舉行前，大眾可透過郵遞、電郵或電話提出意見：

**Board Secretary**

**San Mateo County Transit District**

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

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

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

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

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

**DECLARATION OF PUBLICATION OF  
SAN FRANCISCO CHRONICLE**

Lori Gomez

Declares that:

The annexed advertisement has been regularly  
In the

SAN FRANCISCO CHRONIC

Which is and was at all times herein mentione  
established as newspaper of general circulatio  
City and County of San Francisco, State of Ca  
the term is defined by Section 6000 of the Go  
Code

SAN FRANCISCO CHRONIC

(Name of Newspaper)

901 Mission Street

San Francisco, CA 941

From 10/18/20

To 10/23/20

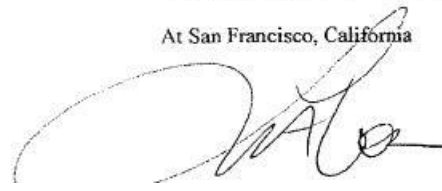
Namely on 10/18/20

(Dates of Publication)

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

Executed on 10/24/20

At San Francisco, California



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

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

To be implemented on 3/1/2024:

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

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

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

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

**Public Hearings**  
10-20-2023 at 9:30 am  
Zoom info: <https://us06web.zoom.us/j/98073523828>  
Webinar ID Meeting ID: 980 7352 3828

Access via Telephone: 1.669.905.9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

**Public Hearing**  
Wednesday, December 6, 2023, at 2 p.m.  
(or as soon thereafter as the matter may be heard)  
Zoom info:  
<https://us06web.zoom.us/j/92929824114?pwd=UkZlRjR0b2ZlWlZlRmU0V0Q2p0QmZkdz09>  
Webinar Meeting ID: 929 2982 4114  
Passcode: 918746 in the Zoom app for audio/visual capability

Access via Telephone: 1.669.905.9128 (enter webinar ID and press # when prompted for participant ID) for audio only.

Prior to the hearing, comments may be sent by mail, e-mail, or phone:  
Board Secretary  
San Mateo County Transit District  
P.O. Box 3068, San Carlos, CA 94070-1396  
[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1.800.660.4287 (TTY 650.508.6448)

For translation or interpretation assistance, call SamTrans at 1.800.660.4287 at least three days before the meeting.  
Para traducción llama al 1.800.660.4287. 詢問請電 1.800.660.4287

CNSR #3745863

San Mateo Daily Journal – ENGLISH

AFFIDAVIT OF PUBLICATION  
SAN MATEO DAILY JOURNAL

STATE OF CALIFORNIA  
County of San Mateo

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

CNS-3748840#

PUBLIC NOTICE

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

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

  
JP Uganiza

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



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

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

To be implemented on 1/1/2024:

- Elimination of the Summer Youth Pass
  - Consolidation of Local and Express fares for a single price
  - Waiver of fares for pre-arranged school field trips
- To be implemented upon launch of Clipper® Next Generation (estimated Fall 2024):

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

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

Public Meeting

10-30-2023 at 5:30 pm

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

Webinar ID/ Meeting ID 880 7852 3828

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

Public Hearing

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

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

Zoom Info:

<https://us06web.zoom.us/j/87609824114?pwd=UGhLRjNXb2xWeFM3aElBrNUxVbGNmQT09>

Webinar/Meeting ID: 876 0982 4114

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

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

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

Board Secretary

San Mateo County Transit District

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

publiccomment@samtrans.com 1.800.660.4287 (TTY 650.508.6448)

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

Para traducción llama al 1.800.660.4287; 如需翻译, 请电 1.800.660.4287.

10/18, 10/23/23

CNS-3748840#

SAN MATEO DAILY JOURNAL

San Jose Mercury News – ENGLISH

**San Jose Mercury News**

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

2003193

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

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

**FILE NO. 3748844**

**San Jose Mercury News**

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

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

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

Legal No. **0006785757**

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

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

To be implemented on 1/1/2024:

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

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

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

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

**Public Meeting**

10-30-2023 at 5:30 pm

Zoom info: <https://us06web.zoom.us/j/89078523028>

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

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

**Public Hearing**

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

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

Zoom info:

<https://us06web.zoom.us/j/67608824114?pwd=UjZlRjNkNzIxVnE5M3hBbUxvYzNlQmQ1Qz09>

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

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

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

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

Board Secretary

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

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

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

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

CNSB #3748844

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

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

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

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

**Reunión pública**  
 30 de octubre de 2023 a las 5:30 pm  
 Información para comunicarse por Zoom: <https://us01web.zoom.us/j/98078523828>  
 Identificación del webinar/ID de identificación de la reunión: 980 7852 3828  
 Acceso por teléfono: 1.253.215.8782 (ingrese la identificación del webinar y oprima # cuando se le pida la identificación del participante) solo para audio.

**Audiencia pública**  
 Miércoles, 6 de diciembre de 2023, a las 2:00 pm.  
 (o tan pronto como el asunto pueda ponerse a la disposición del público)  
 Información para comunicarse por Zoom:  
<https://us01web.zoom.us/j/980992414?pwd=UjRlbnZxZWVlM3Q0eUxvVjZlbnVnQ09>  
 Identificación del webinar/reunión: 980 9924 114  
 Centrase en 518746 en la aplicación Zoom para acceder al audio/Id de identificación del webinar/ID de identificación del webinar y oprima # cuando se le pida la identificación del participante) solo para audio.  
 Antes de la audiencia, los comentarios pueden enviarse por correo postal, por correo electrónico o por teléfono.

**Board Secretary**  
 San Mateo County Transit District  
 P.O. Box 3006, San Carlos, CA 94070 - 1306  
[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com) 1800.660.4267 (TTY 650.338.6448)  
 Para solicitar servicio de traducción o interpretación, llame a SanTrans al 1800.660.4267 al menos tres días antes de la reunión.  
 Para traducción lema: al 1800.660.4267, 如需要翻譯, 請電 1800.660.4267.  
 10/20/23  
 CNS-3748845#  
 EL OBSERVADOR

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

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

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

**Income Requirements:**  
 The property serves households at 20%, 30%, 40% and 50% AMI.

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

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

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




**Kifer Departamentos para Seniors**  
 Nuevos departamentos asequibles listos para ser habitados en enero de 2024

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

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

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

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

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

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




**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699653

The following person(s) is (are) doing business as Ortega Landscaping 1753 Quimby Rd, San Jose, CA 95122, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Jose Ortega, 1765 Quimby Rd, San Jose, CA 95122. The registrant began transacting business under the fictitious business name(s) listed above on 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/ Jose Ortega  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 09/03/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Ronald Nguyen, Deputy  
 File No. FBN 699653

Prior Publication Dates:

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

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 698725

The following person(s) is (are) doing business as MILO ABAOILLA VISUALS, 3508 Monocuco Court, San Jose, CA 95148, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Milo Aboilla, 3508 Monocuco Court, San Jose, CA 95148. The registrant began transacting business under the fictitious business name(s) listed above on 9/1/23. 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/ Milo Aboilla  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 09/12/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Corinne Vasquez, Deputy  
 File No. FBN 699038

October 20, 27, November 3, 10, 2023

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

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

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699038

The following person(s) is (are) doing business as MARSH'S CLEANING SERVICES, 1785 Almaden Rd Apt 318, Santa Clara County. This business is owned by a limited liability company. The name and residence address of the registrant(s) is (are) MARSH SERVICES LLC, 1925 Almaden Rd Apt 318, San Jose, CA 95125. The registrant began transacting business under the fictitious business name(s) listed above on 04/10/2023. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
 /s/ Corinne Vasquez, Deputy  
 File No. FBN 699038

October 20, 27, November 3, 10, 2023

filing of previous file # FBN695998. 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/ Marita Rodriguez Solano  
 MARSH SERVICES LLC Owner  
 Article / Reg # 20235640246  
 Above entity was formed in the state of CA.  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 09/13/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Corinne Vasquez, Deputy  
 File No. FBN 699038

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699874

The following person(s) is (are) doing business as PARADISE EVENTS, 15550 La Mesa Ct, Morgan Hill, CA 95037, Santa Clara County. This business is owned by a corporation. The name and residence address of the registrant(s) is (are) ROSA ELDNA FARRAN MARTINEZ, 364 Swope Dr, San Jose, CA 95111. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023.

corporation. The name and residence address of the registrant(s) is (are) PARADISE PLAYSPACE, INC., 15550 La Mesa Ct, Morgan Hill, CA 95037. The registrant began transacting business under the fictitious business name(s) listed above on 07/05/2023. This filing is a refile (Change(s) in facts from previous filing) of previous file # FBN57225. 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/ Anahita Tabatabaei Yazdani  
 PARADISE PLAYSPACE, INC. Owner  
 Article / Reg # 5942763  
 Above entity was formed in the state of CA.  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 09/05/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Elaine Farber, Deputy  
 File No. FBN 698774

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699660

The following person(s) is (are) doing business as LICE CLINICS OF AMERICA - SUNNYVALE, 645 South Murphy Avenue, Sunnyvale, CA 94086, Santa Clara County. This business is owned by a limited liability company. The name and residence address of the registrant(s) is (are) LICE TO KNOW YOU LLC, 500 North Rainbow Blvd, Suite 300A, Las Vegas, NV 89107. The registrant began transacting business under the fictitious business name(s) listed above on 07/10/2023. This filing is a refile (Change(s) in facts from previous filing) of previous file # FBN594784. 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/ Ibrahim Mounoudh  
 LICE TO KNOW YOU LLC OFFICER  
 Article / Reg #:

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/ Rosa Elena Farran Martinez  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/12/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Patty Camarena, Deputy  
 File No. FBN 699874

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699748

The following person(s) is (are) doing business as MARISCOS SAN JUAN #3, 575 First Street, Gilroy, CA 95020, Santa Clara County. This business is owned by a corporation. The name and residence address of the registrant(s) is (are) SERGIO'S RESTAURANTS INC, 1780 Senter Rd, San Jose, CA 95122. The registrant began transacting business under the following business name(s) listed above on 10/05/2023. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
 /s/ Luis R Arroyo  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/12/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Nina Khanphleb, Deputy  
 File No. FBN 699774

October 20, 27, November 3, 10, 2023

20235750726  
 Above entity was formed in the state of CA.  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/05/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Elaine Farber, Deputy  
 File No. FBN 699660

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699748

The following person(s) is (are) doing business as MARISCOS SAN JUAN #3, 575 First Street, Gilroy, CA 95020, Santa Clara County. This business is owned by a corporation. The name and residence address of the registrant(s) is (are) Luis R Arroyo, 602 Hermitage Way, San Jose, CA 95134, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Luis R Arroyo, 602 Hermitage Way, San Jose, CA 95134. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
 /s/ Luis R Arroyo  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/12/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Nina Khanphleb, Deputy  
 File No. FBN 699774

October 20, 27, November 3, 10, 2023

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699774

The following person(s) is (are) doing business as GENESIS FAST CLEANING, 652 Hermitage Way, San Jose, CA 95134, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) Luis R Arroyo, 602 Hermitage Way, San Jose, CA 95134. The registrant began transacting business under the fictitious business name(s) listed above on 10/12/2023. This filing is a first filing. I declare that all information in this statement is true and correct. (A registrant who declares as true information which he or she knows to be false is guilty of a crime.)  
 /s/ Luis R Arroyo  
 This statement was filed with the Co. Clerk-Recorder of Santa Clara County on 10/12/2023.  
 Regina Alcomendras, County Clerk-Recorder.  
 By: /s/ Nina Khanphleb, Deputy  
 File No. FBN 699774

October 20, 27, November 3, 10, 2023

October 20, 27, November 3, 10, 2023

**FICTITIOUS BUSINESS NAME STATEMENT**  
 NO. 699774

The following person(s) is (are) doing business as ORJUELA PAINTER SERVICES, 2770 Croft Dr, San Jose, CA 95148, Santa Clara County. This business is owned by an individual. The name and residence address of the registrant(s) is (are) German Orjuela Gomez, 2770 Croft Dr, San Jose, CA 95148. The registrant began transacting business under



## COPY OF NOTICE

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

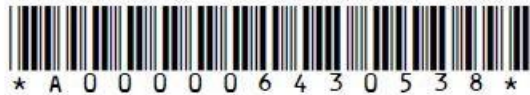
To the right is a copy of the notice you sent to us for publication in the **SING TAO (S.F.)**. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s)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

10/20/2023

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

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

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

將於 2024 年 1 月 1 日實施：  
 - 取消青少年夏季通行證 (Summer Youth Pass)  
 - 將本地車費與快車車費合併為單一價格  
 - 免除預先安排的校外教學車費

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

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

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

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

**公聽會**  
 2023 年 12 月 6 日星期三下午 2 點  
 (或在本事項聽證後立即舉行)  
 Zoom  
 資訊: <https://us06web.zoom.us/j/87609824114?pwd=UGhLRlNXb2xWeFM3aERuUXVhGmNmQT09>  
 網絡研討會 / 會議 ID : 876 0982 4114  
 密碼: 519746 (在 Zoom 應用程式內以資訊/視像方式參與)  
 透過電話參加: 1.669.900.9128 (輸入網絡研討會 ID 並在提示輸入與會者 ID 時按 #)，僅資訊會議。  
 在聽證會舉行前，大眾可透過郵遞、電郵或電話提出意見。

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

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

**ATTACHMENT 10 – SAMTRANS BOARD APPROVAL  
OF TITLE VI ANALYSIS**

**Resolution No. 2023-54**

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

\* \* \*

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

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

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

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

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

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

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

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

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

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

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

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

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

whether they will result in disparate impacts or disproportionate burdens on minority or low-income populations, respectively; and

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

**Whereas**, staff has prepared and presented to the Board a Title VI Equity Analysis that assesses the potential effects of consolidation of local and express fares, concluding that they would disproportionately benefit both minority and low income populations; and

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

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

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

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

Transit District hereby:

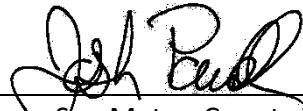
1. Finds that the recitals stated above are true and correct;
2. Approves the District's participation in the regional free transfer program;
3. Finds pursuant to Title VI of the Civil Rights Act of 1964 that the fare changes described in the recitals above will not have a disparate impact on minority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

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

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

Noes: None

Absent: None



\_\_\_\_\_  
Chair, San Mateo County Transit District

Attest:



\_\_\_\_\_  
District Secretary